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LEGION

MAGAZINE



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MAGAZINE

SEPTEMBER 1976


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 Volume 101, Number 3

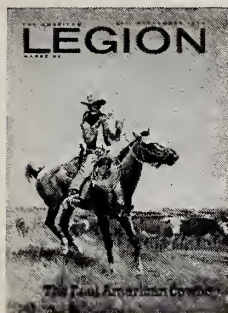
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The Cover

Charles Russell painting "Beef for the Fighters" is featured on this month's cover, with permission of Thomas Gilcrease Institute of American History and Art, Tulsa, OK. Institute also made available Russell's painting "Jerked Down" (Pages 16-17) and the Frederic Remington "Bronco Buster" (Page 26).

Other photo credits in this issue include Fitzgerald, Georgia Chamber of Commerce, U.S. Department of Commerce, Paramount Oscar Films, ITT Educational Services, Inc., Frank Daignault, Thomas Gilcrease Institute of American History and Art, Bob Wendlinger, Cinemabilia Collection, The Bettmann Archive, Granger Collection, Thomas Jefferson Memorial Foundation, U.S. Department of the Interior, National Park Service Photograph.



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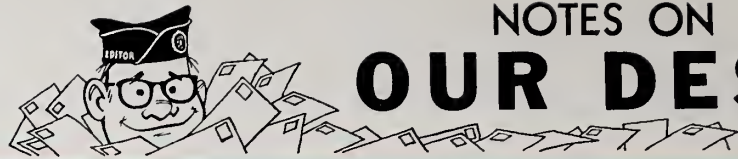
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1½ oz. Dunphy's
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The investigation of some cadets at West Point for cheating in examinations has touched off another public debate over the "honor codes" at the service academies. Some call them anachronisms, violations of a cadet's civil rights, standards out-of-step with modern society.

We disagree.

The nation has a right to demand and expect more from the young men and women who are privileged to attend the Military, Naval, Air Force and Coast Guard academies.

No one stated the rationale for the honor code more eloquently than the late Gen. Douglas MacArthur, who was once superintendent at West Point. No graduate of the academies was more imbued with the tradition of service and few had MacArthur's talent or opportunity for expressing it. He put it all together on May 12, 1962, in a poignant, extemporaneous farewell to the "Long Gray Line" at West Point. No one should subscribe to the "honor code," defend it—or abolish it—without weighing the late general's words:

"Duty, honor, country: Those three hallowed words reverently dictate what you ought to be, what you can be, what you will be. They are your rallying point to build courage when courage seems to fail, to regain faith when there seems to be little cause for faith, to create hope when hope becomes forlorn. . . .

"The unbelievers will say they are but words, but a slogan, but a flamboyant phrase . . . will try to downgrade them even to the extent of mockery and ridicule.

"But these are some of the things they do: They build your basic character. They mold you for your future roles as the custodians of the Nation's defense. They make you strong enough to know when you are weak, and brave enough to face yourself when you are afraid.

"They teach you to be proud and unbending in honest failure, but humble and gentle in success; not to substitute words for actions, not to seek the path of comfort, but to face the stress and spur of difficulty and challenge; to learn to stand up in the storm, but to have compassion on those who fall. . . .

"They give you a temperate will,



Gen. Douglas MacArthur
On duty during World War I

a quality of the imagination, a vigor of the emotions, a freshness of the deep springs of life, a temperamental predominance of courage over timidity, of an appetite for adventure over love of ease.

"They create in your heart the sense of wonder, the unfailing hope of what next, and the joy and inspiration of life. They teach you in this way to be an officer and a gentleman.

"You now face a new world, a world of change. The thrust into outer space of the satellite, spheres, and missiles marks a beginning of another epoch in the long story of mankind. . . .

"And through all this welter of change and development your mission remains fixed, determined, inviolable. It is to win our wars. Everything else in your professional career is but corollary to this vital dedication. All other public purposes, all other public projects, all other public needs, great or small, will find others for their accomplishment; but you are the ones who are trained to fight.

"Yours is the profession of arms, the will to win, the sure knowledg that in war there is no substitute for victory, that if you lose, the Nation will be destroyed, that the very

obsession of your public service must be duty, honor, country.

"Others will debate the controversial issues, national and international, which divide men's minds. . . .

"Let civilian voices argue the merits or demerits of our processes of government: Whether our strength is being sapped by deficit financing indulged in too long, by Federal paternalism grown too mighty, by power groups grown too arrogant, by politics grown too corrupt, by crime grown too rampant, by morals grown too low, by taxes grown too high, by extremists grown too violent; whether our personal liberties are as thorough and complete as they should be.

"These great national problems are not for your professional participation or military solution. Your guidepost stands out like a tenfold beacon in the night: Duty, honor, country. . . .

"This does not mean that you are warmongers. On the contrary, the soldier above all other people prays for peace, for he must suffer and bear the deepest wounds and scars of war. But always in our ears ring the ominous words of Plato, that wisest of all philosophers: 'Only the dead have seen the end of war . . .'"

A Look at America

Our Bicentennial series of inspirational appraisals of America turns this month to the words of the famous French historian Alexis de Tocqueville:

"I sought for the greatness and genius of America in fertile fields and boundless forests; it was not there. I sought for it in her free schools and her institutions of learning; it was not there. I sought for it in her matchless Constitution and democratic congress; it was not there. Not until I went to the churches of America and found them aflame with righteousness did I understand the greatness and genius of America. America is great because America is good. When America ceases to be good, America will cease to be great."

Letters to the Editor

SIR: I believe the American Legion Magazine should publish the names of those senators who support the "give away" of the Panama Canal.

JOHN W. DAVIDSON
South Boston, MA

Editor's Note: There has been no official compilation of senators who favor major changes in the
(Continued on page 38)



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Busy business streets and graceful mansions mark Georgia's "Colony City"

Town in Georgia Was Built on Blue-Gray Cooperation

COULD UNION VETERANS and their families find happiness in the heart of Dixie? In the flat pine woods of south-central Georgia? In the 1890's?

It happened.

War between the states was history but Southerners were still restless. "Damn Yankee" was one word; the song "Marching Through Georgia" was anathema; July Fourth was ignored in many communities.

Philander H. Fitzgerald of Indianapolis, IN., once a drummer boy in the Union army, ignored all this. He founded a settlement in 1895 near a farming hamlet called Swan, GA., population: 40 Southerners. In a year the population in the area was 5,000 Northerners and Southerners. In another year it was 10,000 Americans.

Today the town is Fitzgerald. It calls itself "The Colony City" and flourishes as a small, attractive industrial and agricultural center between Cordele and Tifton, 30 miles east of Interstate 75. Its streets are named for Union and Confederate generals. There is even a Sherman Street—and a Lee-Grant Motel, a museum maintained by the Blue and Gray Memorial Association, and a Yank-Reb Festival each October. A festival drama commemorates the city's unique history. It's titled "Our Friends, the Enemy." (The 1976 dates are Oct. 8-9.)

In the 1890's, the North was in the grip of a depression and drouth added to the suffering. In 1894, two trainloads of flour, corn and meat were sent from Georgia for relief in Nebraska. Fitzgerald, an attorney and editor, was impressed. Perhaps the time had come to acquire land

for a colony of displaced laborers and farmers who would go South . . . not as opportunist carpetbaggers but as working families seeking new homes.

Fitzgerald wrote to several Southern governors. He received an enthusiastic response from Gov. William J. Northen of Georgia. They inspected possible sites for a Georgia colony. Fitzgerald organized the American Tribune Soldiers' Company and promoted it in his paper, the American Tribune, a publication for the Grand Army of the Republic, an organization for Union veterans.

The company purchased 50,000 acres of virgin forest between the Ocmulgee and Altamaha rivers, only

to Georgia began. Shareholders traveled on foot, horseback, covered wagon, by fringed surrey. One family floated down the Mississippi on a raft. By October 1895, some 50 "Yankees" were in Swan; by December it was 2,500. Some 11,000 shares were purchased in the enterprise during 1895.

Most of the first settlers had served in the Union army. Several had marched with General Sherman and several had been prisoners at Andersonville, Georgia's notorious Confederate prison. They pitched tents in the pines and wire grass and met each evening at a central campfire to greet newcomers.

A muddy "shacktown" of cabins, sawmills and blacksmith shops took shape. "Swan" became "Fitzgerald."

The hustle of Fitzgerald—the only town with that name in the United States—drew the attention of Southern farmers and artisans, even Confederate veterans and their sons. The new town was proving more than "a mess of old Yankee soldiers," as the Georgians first described it. The Southerners were welcomed to the colony. Veterans in blue uniforms and veterans in gray uniforms marched side by side in an early parade; a Blue and Gray Park was established. The Blue and Gray Association was formed. Fitzgerald became one of the few Southern towns with a post of the Grand Army of the Republic, the only one with three GAR posts!. Confederate veterans organizations also prospered.

One member was Gen. William J. Bush, who was to be Georgia's last surviving Confederate soldier.

Despite the camaraderie, however,
(Continued on page 48)



ten miles from the spot where Jefferson Davis, President of the Confederacy, had been captured 30 years before. The land was bought at \$2 an acre and stock was issued at \$10 a share. No one could hold more than ten shares. Fitzgerald plotted a central square of 1,000 acres for a future city.

Reaction was immediate. Before surveys could be completed, the rush

Exports Are Spelled 'J-O-B-S'

By ELLIOT L. RICHARDSON
Secretary of Commerce

WORLD trade has helped provide the United States with the highest living standard in the world, yet voices are being raised in support of policies that would damage our leadership in the international marketplace and seriously affect our economic growth.

One cannot discuss the domestic economy—specifically employment—without relating to the world market. Our ability to create jobs at home is directly related to our ability to sell U.S. products abroad.

Considering the millions of American jobs that depend, directly and indirectly, on export sales, it would seem that export expansion would be a major public issue. It is not, however—a fact that indicates how

many Americans fail to recognize the relationship between world trade and their own economic well-being.

Last year the United States produced \$8.8 billion worth of computers and related equipment and exported 25 per cent of it.

We produced \$4.1 billion in surgical and medical instruments and supplies and exported more than 17 per cent.

We exported about one-third of our total production of \$1.5 billion in food processing and packaging machinery.

We produced \$90.6 billion in agricultural products and exported \$22 billion.

Our Gross National Product last year was almost \$1.5 trillion; our exports amounted to more than \$107 billion.

Putting it another way, U.S. exports last year were almost two and one-half times the value of the total United States production of automobiles—and the automobile industry is widely regarded as the keystone of the U.S. economy.

Today U.S. prosperity, growth and employment are intricately twined with our foreign trade and the economic well-being of our trade part-

ners. Our manufacturing sector produces not just for the United States, but for the world.

The National Association of Manufacturers and the Business Roundtable recently conducted a nationwide survey to measure the effect of exports on employment. It covered 294 U.S. companies responsible for about 20 per cent of U.S. exports of goods

and services, primarily in chemicals and allied products, rubber and plastic products, primary metals, fabricated metal products, machinery, electrical machinery and equipment, and transportation equipment.

The survey found that U.S. direct exports to foreign customers and to U.S. subsidiaries and affiliates abroad
(Continued on page 44)



Richardson

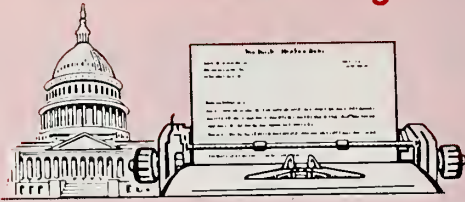
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Dateline Washington . . .



USSR: MARKET FOR OUR GRAIN AMERICANS LIVING LONGER FOOD STAMPS AT ISSUE

Many American farmers, with bumper corn and wheat crops in the offing, are interested in the Soviet Union's five-year plan these days, as it looks like Russia will be a major grain export market for years to come. Agriculture Dept. forecasters say that even taking official Soviet production goals into account, they will have to import ten to 15 million tons of grain annually during the next five years.

Over the past five years, we have sold the USSR \$4.2 billion worth of U.S. agricultural products -- including more than 45 million tons of grain. This has been paid for in hard currency...not long-term credits... which has immeasurably helped the U.S. balance of trade.

Taxpayers also have benefited from these grain exports. Five years ago, it was costing a million dollars a day to store grain and we were paying \$4 billion annually in farm subsidies. The subsidy figure has now been pared to \$500 million and the storage fees have been wiped out.

Babies born today in the U.S. have a better chance at survival and are expected to live longer, the National Center for Health Statistics reported. The estimated expectation of life at birth in 1975 was 72.4 years, the highest ever attained and an increase of 2.3 years over the past decade.

The Center said too that the infant mortality rate in 1975 was 16.1 per thousand live births, the lowest annual rate ever recorded. Deaths of infants under a year of age have been steadily declining over the past ten years.

Also, nationally the death rate was down to nine per 1,000 population, a drop of two per cent from the previous year, according to the Center. This was due principally to decreases in three of the four leading causes of death -- heart disease, strokes and related diseases, and auto accidents. Cancer deaths, however, increased 2.3 per cent over 1974.

As election time approaches, the \$5.7 billion food stamp program which provides food buying power for 18 million Americans

each month is becoming more and more a political football. The President, nearly a year ago, asked the legislators to reform the oft-criticized program. Congress ignored the Administration's plan and put forth its own reform measures, which are now wending their tortuous way through the legislative process.

Then Ford attempted to put his own plan into effect by tightening Agriculture Department regulations. A mammoth class action suit, supported by 27 states and a number of organizations and individuals, blocked what Administration officials hoped would be a billion dollars a year savings.

PEOPLE & QUOTES

GOOD NEWS

"I don't think there is anything in the picture that says we have to have another (economic) slump in 1978 or 1979" Alan Greenspan, chairman, Council of Economic Advisers.

POWER VIEW

"There are two kinds of power, petropower and agripower. Agripower is growing in relation to petropower." Earl Butz, Sec'y of Agriculture.

HARD LESSON

"In our dealings with other nations . . . we have learned the hard lesson that our wish is not the world's command. . . ." William Scranton, U.S. Permanent Rep. to UN.

BAD TIMING

"We lost the American colonies because we lacked that statesmanship to know the right time and the manner of yielding, what is impossible to keep." Queen Elizabeth II.

ECONOMIC WASTE

"Placing women in jobs below their skill level or blocking their advancement is an economic waste we no longer can afford." Fred G. Clark, Asst. Labor Sec'y.

DEATH PENALTY

"We hold that the death penalty is not a form of punishment that may never be imposed, regardless of the circumstances of the offense, regardless of the character of the offender, and regardless of the procedure followed in reaching the decision to impose it." Justice Potter Stewart, U.S. Supreme Court.

FAITH AND BELIEF

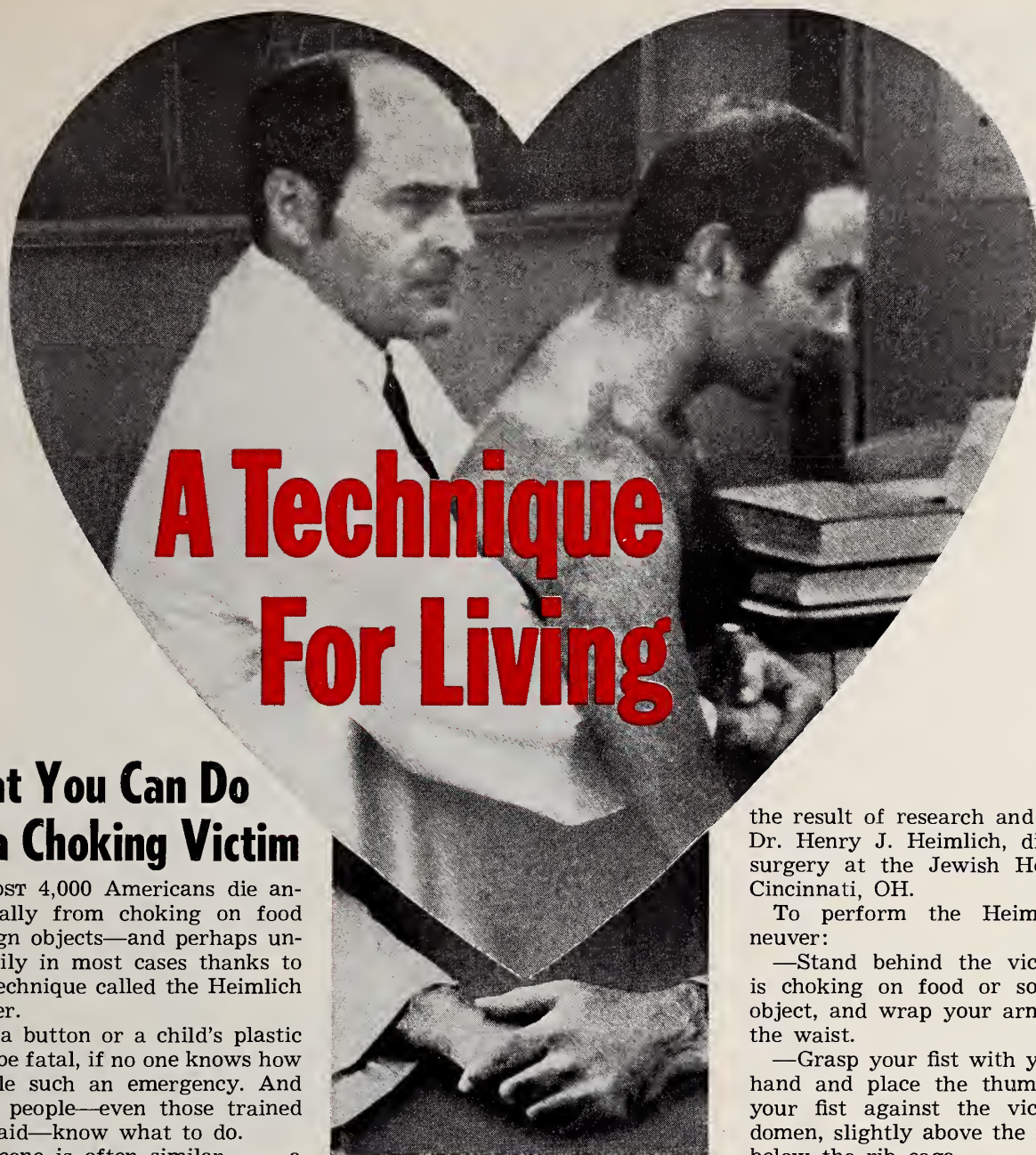
"The American experience reinforces my faith in democracy. However, my faith is based on the belief that the real democratic society should always meet the needs of the march of time without losing its fundamental principles." Prime Minister Takeo Miki, Japan.

ENERGY CRISIS AGAIN?

"We've had three (oil) embargo situations in the last 15 to 20 years and there's not much to suggest that there won't be another one." Frank Zarb, Fed. Energy Admin.

YOUNG COUPLES

"It isn't that family life has broken down, it's that our society does nothing to help young couples live up to the expectations we set for them today." Margaret Mead, anthropologist.



A Technique For Living

What You Can Do For a Choking Victim

ALMOST 4,000 Americans die annually from choking on food or foreign objects—and perhaps unnecessarily in most cases thanks to a new technique called the Heimlich Maneuver.

Even a button or a child's plastic toy can be fatal, if no one knows how to handle such an emergency. And too few people—even those trained in first aid—know what to do.

The scene is often similar . . . a pleasant dinner with friends. There's good food, drinks, soft lights, laughter and congenial conversation. One person in the group suddenly becomes silent, often unnoticed by the others. There may not even be a choking sound. But the person collapses and dies four or five minutes later. That is the time it takes from the blockage of the airway by an object causing choking. About 25 per cent of those dying from choking are children.

Choking also is the largest cause of accidental death in the home in infants under one year of age. And there are twice as many food choking deaths in this country each year than were caused by polio at the height of the epidemics.

The new life-saving technique called the Heimlich Maneuver has been endorsed by the American Medical Association and approved by the

American National Red Cross.

Simply stated, the maneuver is manual pressure directed upward on the diaphragm, forcing the air out of the victim's lungs and popping out the obstruction that's causing the choking. It is like the action of a bellows.

Since the Heimlich Maneuver was first introduced some 18 months ago, there have been 600 documented cases where it has saved lives. Children have performed the maneuver on other children. There is even a recorded case of a blind Sioux City, IA, attorney who saved his wife's life while attending a banquet.

There is no cure for choking victims; no vaccines are available. There is only one inoculation—knowledge.

The maneuver was developed as

the result of research and study by Dr. Henry J. Heimlich, director of surgery at the Jewish Hospital in Cincinnati, OH.

To perform the Heimlich maneuver:

—Stand behind the victim, who is choking on food or some other object, and wrap your arms around the waist.

—Grasp your fist with your other hand and place the thumb side of your fist against the victim's abdomen, slightly above the navel and below the rib cage.

—Press your fist into the victim's abdomen with a quick upward thrust. Repeat several times if necessary until the food or object causing the blockage is expelled.

A problem facing the would-be rescuer is one of diagnosis: Is the person who is choking and turning blue actually choking on food or is the person having a heart attack? Dr. Heimlich suggests that the victim give the signal.

However, if you are choking on food, you will be unable to talk. In that case, grasp your throat between thumb and forefinger to let those around you know that you are choking on something in your throat.

A collateral plus of the Heimlich Maneuver is that it has saved drowning victims by causing water to "gush" out of the lungs after traditional methods have failed. **END**

CAREER EDUCATION:

College Isn't the Only Answer

By MURIEL LEDERER

WHEN June Anderson left home in southern Wisconsin for her state university, she had high hopes of becoming the best second grade teacher around. But, after two years of study toward a degree in education, on June 20 she dropped out.

Currently, 40 per cent of all students who enter college are not completing the course.

"The employment situation for teachers was so bad, I was just wasting my time and money in college," June says.

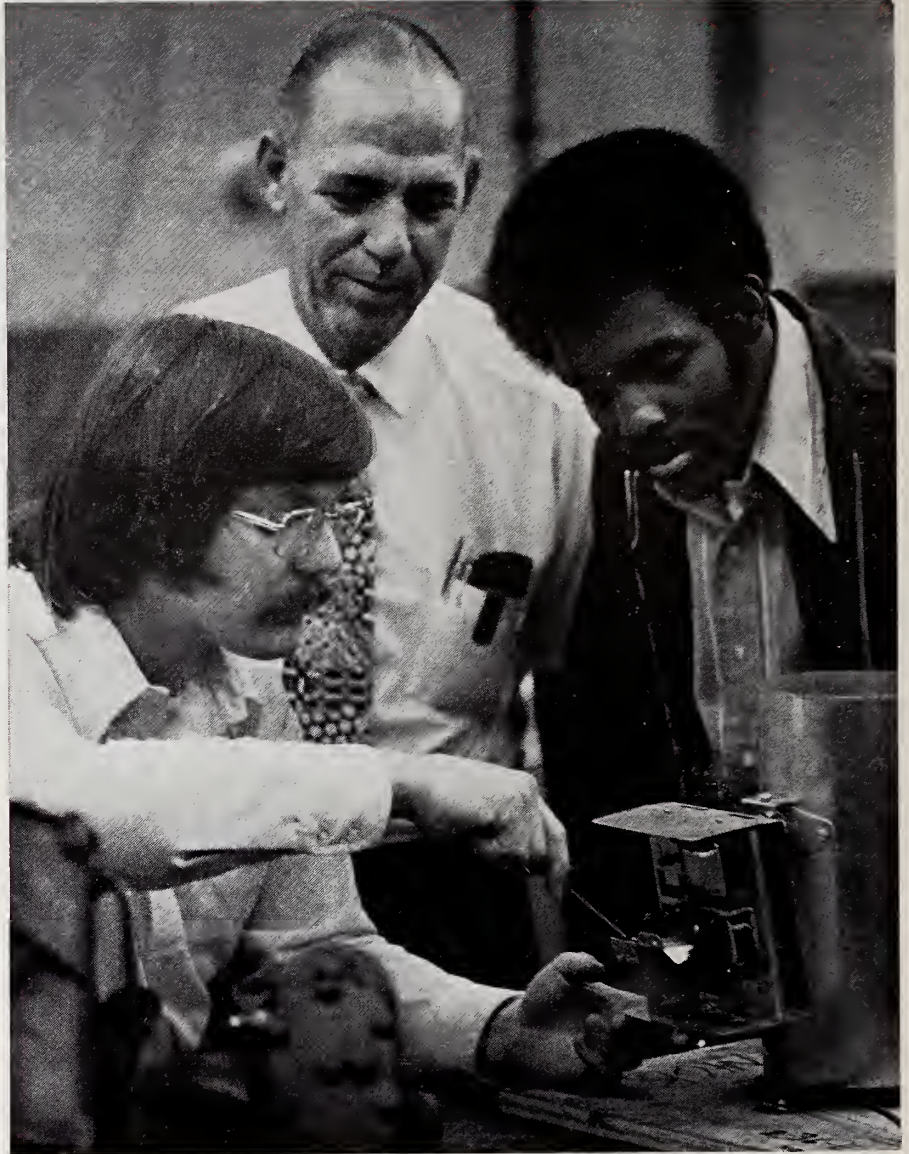
On quitting the university, she promptly enrolled in a career education program at a community college near her hometown, learning to be a therapist for patients who have difficulty breathing.

"I'll soon be able to go to a hospital anywhere in the country and earn around \$12,000 a year. Why do I need a college degree?" she asks.

June's case is not unusual in today's slow economy. Career education programs, such as the one in which June is enrolled, offer an "admission ticket" to the world of work. These programs are post-high school vocational, technical training or retraining designed to equip a student for employment specifically in a chosen occupation as a semi-skilled or skilled worker. They do not include programs in occupations generally considered to be professional or which require a baccalaureate or higher degree.

Our job scene is fast-changing. Those requiring only untrained minds and physical strength have almost disappeared, while jobs that demand training beyond high school, as well as perfected skills, have increased. Ask yourself why? In spite of the recent recession, your newspaper has columns of want ads offering positions. Read those ads! Employers want trained people with specific skills such as nuclear/atomic technicians, chefs and dental hygienists.

Four out of every five jobs available require some vocational skill, but not necessarily four years of college, so a high school student finds himself reevaluating whether or not college is really best for him. If he



Vocational training is satisfying career needs of many students

knows he wants to become a lawyer, doctor, geologist or some other highly trained professional or semi-professional, a four-year college is the only answer. These fields, plus certain Civil Service jobs, will be closed to those without a four-year degree. And he may be one of those students who wants the sense of personal satisfaction and feeling of accomplishment that goes with a four-year degree.

But, if the student's interests lie in different directions, career education is an alternative.

What kinds of jobs does career education lead to?

Good jobs with good futures. A registered nurse continues up the career ladder these days to become a nurse-practitioner or physician's assistant at \$10,000 to \$20,000 a year, depending on locality. A secretary moves up to become an administrative assistant or court reporter earning \$9,000 to \$16,000.

The high school graduate with solid training at an accredited two-year junior college, business or trade school need not feel like a second-

class citizen when he applies for a specialized job in his field. In a market glutted with four-year college graduates, he may find work sooner than someone with a degree that is not job oriented, such as English literature.

Bunny Singer, 30, is an example of the new wave of non-college graduate hiring common on the employment scene. She is also one of the new "para" breed. As a paralegal, Mrs. Singer works as a legal assistant.

When she graduated from high school in the northeast, Mrs. Singer decided she didn't want to be a secretary and probably would have to go four years to college. She considered accounting and teaching. But they didn't really excite her. Then someone suggested court reporting. That sounded more promising because the law had always seemed fascinating. But when she visited a local junior college to learn more about court reporting, she heard about a new course in paralegal studies. That clicked!

"I've now been on the job as a paralegal about six months and am pleasantly surprised," Mrs. Singer says. "In the downtown law firm where I work, I'm like a deputy to an attorney in charge of personal injury suits. I collect information on cases and help determine whether a potential plaintiff's claim is bona fide."

She's surprised at the degree of autonomy she's been given.

"I'd more or less assumed I'd be watched closely," she says. "I really like the job. New things I keep learning about the law make the work interesting."

Career education also leads to practical jobs in good and growing fields such as computer repair and programming; 200 allied health specialties like paramedic, occupational therapy assistant and laboratory technician; engineering and science technical work; maintenance electrician; welder; air conditioning, refrigeration and heating repair; draftsman, and service-oriented jobs in banking or the hotel-motel-restaurant industries.

Where do you find this kind of education?

Career education comes in packages of all shapes and sizes. Instruction is given on many different levels to meet different needs. Here are some of the best ways of acquiring organized, planned training.

1. Junior and Community Colleges (Public and Private)

Graduates of the 1,200 two-year

junior or community colleges or technical institute programs can earn an associate degree or a certificate. Most junior colleges and nearly all public community colleges offer vocational courses as well as courses in academic subjects.

2. Private Trade, Technical and Business Schools

There are approximately 7,000 privately owned trade and technical schools offering over 550 different courses in highly desirable occupations open to the non-college graduate such as electronics engineering technician, auto repair, culinary arts, secretarial and business, fashion design.

3. Home Study

Home study courses offer practically anything including, many subjects not given in local schools. Some courses provide complete vocational training. Others prepare you for upgrading your present job without losing experience and seniority. There are over 5 million Americans studying courses by correspondence in such fields as photography, accounting, architectural drawing, landscaping and gardening.

4. Apprenticeships

Apprenticeship programs involve on-the-job practice (including a salary) plus related classroom instruction. There are about 400,000 registered apprentices now in training in the United States plus probably 200,000 in informal programs. Apprenticeships are available in tool and die-making, engraving, optics and carpentry, as well as 350 other trades.

5. Cooperative Programs (Work-Study)

Under these programs offered by about 1,000 schools, a student receives class credit for both on-the-job training and related in-school instruction.

Who enrolls in these programs?

Bob Morrison, a 20-year-old medical technology student at a Dallas technical school, finds there's no comparison between his current studies and his unhappy first year at a large state university. He felt college was an impersonal "dog-eat-dog world" with too much competition.

Bob is still in the same career area, but in college he felt there were too many unrelated requirements to get out of the way before he could begin studying medical-related subjects. He finds the 126-student technical school more to his liking.

"Here you get right into the meat of your field," he says. "You're a

person, not a number! You come here not to socialize, but to learn. You're here to learn a trade. If you take care of that, though, the fun falls into place."

"The student you find in a career school knows why he's there . . . to get the training to find a job, he's mature for his age," says Richard H. McClintock, President of ITT Educational Services, Inc. "For instance at one of our schools, a recent survey revealed more than one-fourth of the enrolled were former college students. They told us they went to college to find themselves, but came to a vocational school to find a job. Our students know where they want to go and how to get there."

Fred Johnson, 18, a recent North Carolina high school graduate, is one of the new breed of vocational students.

"I wanted to do something to help mankind, to help save human lives," he says. "I chose this school because of the personal attention students get. The sense of dedication among the students is impressive, too. There is no playing around here. We are preparing for professional work. You have a different attitude toward school when you're studying exactly what you want, when you're not being forced to take a lot of extra things you aren't interested in."

Another thing the students want is fast money. A Michigan electronics school student found he could start earning after just a year of his two-year course. If he'd gone to a four-year college, he would have had to wait until he was handed his degree.

Some high school graduates, who in other years might have gone to college, are now bypassing it in favor of trade schools. Midwesterner David Henderson, 18, graduated at the top of his high school class, but David enrolled in a union-sponsored work-study program to become an apprentice electrician.

"A lot of my friends agree with me," he says. "College just isn't worth the hassle any more. You can earn just as much in the trades as you can as a professional, and you don't have the expense of four years of college."

Dr. Kenneth B. Hoyt, Director, Office of Career Education, U.S. Office of Education, recommends vocational schools for students who are primarily interested in an occupational skill, who have an aversion to liberal arts courses, who have a real and sincere interest in the oc-

cupation, or occupations for which the school offers training and who are willing to work long, hard hours to gain vocational skills.

Dr. Hoyt believes students should consider vocational education along with all other alternatives available to them. But he feels it's not the right choice for everyone. It's not for students who like to learn for the sake of learning, not necessarily to get ready to go to work; it's not for students who are content with unskilled or semi-skilled jobs; and it's not for students who have not accepted the values of a work-oriented society. Because the vocational school is a serious place for students who are seriously interested in acquiring occupational skills, it's no place for the "hippy," the pseudo-intellectual or the "play-boy."

What are your job prospects?

Americans have a long-standing love affair with higher education, but the old romance is losing its bloom. Far too many four-year college graduates this year hit the job market with a loud and ineffective thud.

But Eugene P. Bocek, placement center counselor at the Milwaukee Area Technical College, sees a different picture. "Our employment outlook for MATC graduates is still way above average and there are some program areas where we have four or five job opportunities for every qualified graduate," he says.

Business is more willing to hire high school graduates with specialized training to fill certain jobs where college graduates once had an edge, according to John M. Coulter, director of manpower development and planning at the Chicago Association of Commerce and Industry.

Firms will continue to hire only bachelor degree winners at the professional, semi-professional and top management level—like lawyers, engineers, marketing and sales executives and scientists. But when it comes to computer programmers, technicians and a multitude of other skilled or middle-management positions, prospective employers are more interested in whether you've had the proper training than whether you have a four-year degree.

In the world in which we live, to be without skills is a serious handicap no one needs to have. We're lucky there are so many educational alternatives.

Editor's Note: Mrs. Lederer also is the author of "Guide to Career Education" (Quadrangle/N.Y. Times Book Co., 1974-75.)

Project Invest Insures Jobs For High School Graduates

By M. JAY WANAMAKER

A COOPERATIVE VENTURE between business and education provides high school and junior college students with a laboratory model of an automobile insurance agency.

It puts students in realistic business situations and makes



On-the-street training in auto insurance

them responsible for management decisions. Auto insurance was chosen as the vehicle because high school students have such keen interest in cars.

Those in the program compete for fictitious clients and profits, learning to function in the Ameri-

can economic system. Graduates are proving better qualified upon entering the business world, and the insurance industry in particular, and qualify for a better position, salary-wise, than someone without this experience.

Called "Project Invest," the venture is sponsored by schools and the Independent Insurance Agents of America.

The pilot "INVEST" program was instituted at California's Hollywood High School in 1970 by the Los Angeles unified school district and the independent insurance agents of that city. It confirmed that young people learn faster and better by doing what interests them—particularly by application of real life experience compared with textbook experience.

Alicia Risdon is a blonde, gray-eyed Argentinian, just turned 22, who graduated from the first INVEST class at Hollywood High in 1971. She had arrived in the United States without knowing a word of English, was enrolled in second grade, mastered her adopted language and was soon at the forefront of the class. She skipped a semester and completed senior high school in three and a half years. When she entered the program, Alicia planned either to go on to college for a degree in sociology or to be an airline hostess. She graduated with honors and accepted a summer job as a receptionist and general utility clerk at an insurance agency and brokerage firm.

(Continued on page 40)



Students experience office atmosphere in classroom

As far as I'm concerned, **Success begins at 40!**

After 22 years in the Army,
it took only 1 week to start my
fast-growing Duraclean business

a true story by Retired Army Sgt. Major Bob Greenwalt



"Today, I'm the enthusiastic owner of a very successful business in the highly competitive Chicago area. Only two years ago, I'd had absolutely no business experience.

"But in just one week, Duraclean gave me the training, the 7 superior services and the business know-how to make good!

"Unbelievable? I'd have said so, too, back in my army days when I was nearing the end of my 22-year hitch as a career Army Sergeant Major, ready for retirement.

"That's when I started to think seriously about my future. After all, I wouldn't be ready for the rocking chair at the ripe old age of 40. And Army retirement pay wouldn't take care of all the things I wanted in life.

"I saw a magazine ad, clipped the coupon, and mailed it to Duraclean. That's how it all began. They mailed me literature at my army base, told me about their remarkable absorption process for cleaning carpeting and upholstered furniture, plus six more on-location services—all providing unusual profits with no overhead expense.

"They described their thorough training program, how they would show me not only the way to perform the service, but how to start up and run my business, and how their Cooperative Dealer program would give me assistance and guidance in business management. I would have the benefit of national advertising and business building methods, proved successful for more than 43 years.

"Then came the day I retired from the service. And I forgot all about Duraclean. You can understand why I was sidetracked. I got married! Pauline and I settled in Oak Park, a suburb of Chicago, and I got a job as manager of skycap personnel at O'Hare Airport. It was like old army days for Sgt. Major Greenwalt!

"I liked the work. Can't say I didn't. But I still had Duraclean in the back of my mind. I saw how big the carpeting business was growing—how much it was used in homes, offices, at church, even in the airport—and I started asking how carpeting and upholstery was maintained.

"In all cases, I learned how serious a problem was the maintenance of carpeting and furniture. The first thing that came to mind was the Duraclean Absorption process and how it cleaned without scrubbing or soaking, so furnishings could be used in just a few hours. But more important, I saw how the usual scrubbing and 'do-it-yourself' methods drove all or most of the soil deeper while Duraclean takes it OUT.

"I realized what a gold mine Duraclean's superior service could be. Well, I didn't waste any time. I drove to Duraclean headquarters in Deerfield. I was impressed with the direct way their people answered my questions, honestly and squarely, about each phase of the business... about the potential profits in my area, and about their thorough training program.

"They explained how they'd show me, step by step, how to render the services and how to build my business.

"Best of all, I could start with a very small investment, and even in spare time, if I wanted to. Well, when I saw the complete training they gave, and how their professional instructors showed a definite personal interest in my success, I decided it would be full time for me.

"It took only a week—and I was ready to go, full steam ahead. I didn't have to guess or wonder how to do it. Everything was spelled out for me, just like in the field manual. I followed the system that was working successfully for hundreds of other men all over the world—and it sure worked for me!

"My very first year, I hit five-figures gross volume. My second year went way ahead of that. I've taken in as much as \$285 in a single day—and my best week ran around \$900! Of course, Pauline is a wonderful help with the telephone and bookkeeping. She's a real partner.

"I have business coming from all around now—from one of Chicago's biggest and best known carpet and furniture stores which recommends my service to its customers—

from a lot of professional people and stores—from homemakers and their friends. One customer leads to another. I now use servicemen and make a good profit on their work (as volume grows, Duraclean pays for the equipment of each man I add).

"Believe me, I couldn't have found a new career as exciting, enjoyable and successful as my Duraclean Dealership."



Bob Greenwalt's success pattern can work the same way for you! You can start full time, as Bob did... or start spare time (adding profits to your salary) until business profits warrant going full time. The small investment Bob refers to is about \$1500.

The coupon will bring you the fact-filled booklet about the opportunities for you in your area. There's no obligation. No salesman will call. Everything will be mailed to you, as it was to Bob Greenwalt. Then read it—see how the Duraclean opportunity appeals to you—make your own decision.

Send for this information today. This can be the future you're looking for. Find out!

Duraclean® International
6-199 Duraclean Bldg., Deerfield, Ill. 60015

Please mail, without obligation, your 24-page booklet and all details explaining the Duraclean Dealership opportunity in my area. No salesman is to call. Please rush before my area is taken.

Name _____
Address _____
City _____
State/Zip _____

LIFEBOAT STATION



Cape Cod fishermen struggle to launch Coast Guard rescue boat in heavy surf

By FRANK DAIGNAULT

ABOUT A MILE from Race Point Station on the tip of Cape Cod, fishermen pulled their surfboats higher from the waterline to escape the building sea. Heavy campers labored against the sand for higher ground and refuge from the nor'easter that gusted at 50 mph. Rain pelted the beach.

At the Coast Guard Station a petty officer monitored the radio. Offwatch seamen clustered in front of a television. Despite the storm, it was a quiet night. The blue strobe lights of Provincetown Airport a quarter-mile away flashed through the mist.

To the west, out over Cape Cod Bay, a plane struggled against head winds. The pilot, seeing the airfield, radioed for routine clearance and asked that the strobes be turned off. Familiar with the field, he preferred to use the white lights that lined the runway. The switch was thrown at airport control and the radioman watched for the beacon of the approaching aircraft.

On the beach, children from the fishermen's camp, replete in foul-weather gear, had gathered in the lee of campers to watch the sea. A 15-year old girl walked on the hard-packed sand along the surf line, while her father and mother prepared a meal inside. The sound of a passing

plane vibrated through the encampment, but it was too fast. Fishermen went to the door of their campers to look out. An engine sputtered and the plane, barely clearing the campers, rooftops, banked out over the water. The girl on the beach instinctively fell to the sand in fear of the aircraft. There was a dull thud like the sound of the hull of a tin boat coming off a wave top, then the barely audible hiss of an extinguished engine. The plane was less than 200 yards out.

The plane's beacon heaved, first high in easy view, then hidden behind the towering seas. As one fisherman raced to a jeep and drove across the treacherous sand toward Race Point Station, the plane's beacon either failed or slipped beneath the sea.

Race Station was in sight; five minutes had passed since the crash; time: 8:55 p.m. and very dark.

If not for the storm it would have been a perfect night for fishing. A new moon would generate the strongest tide of the month. It was mid-tide, when all the North Atlantic, it seemed, rushed past the end of Cape Cod. The sandbar that lay 20 feet below the surface caused that vicious nor'east sea to "bulge" exactly where the plane had hit.

At 9:00 p.m. Duty Officer William Chambers was startled from his radio room desk as men burst into

the Coast Guard Station to report the crash.

Chambers shouted and seamen bounded down stairways. Boat crews were dispatched to the pair of 40-foot station boats moored in town. Chambers informed Provincetown Rescue. Then he remembered Race Station's newest piece of equipment, a 13-foot, outboard-equipped rubber boat.

"How large was the plane," Chambers asked. "Where did it hit and is it close to the beach?"

They might tow it onto the beach; they might give the "new thing" a go. The fishermen offered to tow the small boat. Chambers sent his three remaining lowest ranking men to the beach: David Kelley and "Ned" Rogean, both seamen, along with Apprentice Seaman William Beard.

The rubber boat, called an Avon Sea-Rider, arrived at the encampment around 9:15. Meanwhile Provincetown Rescue boat crews strained against the summer traffic to reach the station boats. Men, women and children along the beach could hear calls for help above the roar of the sea.

By 9:20 the beach was in total confusion as officers from every possible authority piled in: state police, park rangers, volunteer firemen and Provincetown Rescue. The small, rubber boat slid down the banking



Author's camera catches dramatic Kelley-Rogean bid to reach downed light plane

as Seaman Apprentice Beard argued to get aboard, but Kelley and Rogean pointed out that there was only limited room in the boat. As if an echo, the sea bulged, turned white and layed the sailors flat in the surf; their craft capsized, was awash and sliding in the water.

Too heavy to move, a tangle of men grunted and heaved to force the water over the gunwales of the craft. As an occasional wave slid it higher the men succeeded in turning it over. Life jackets, paddles and what was beginning to look like a gaggle of junk was thrown into the boat as everyone hustled it down for another try.

With seas running five to six feet and eight foot combers breaking steadily, the two seamen slid chest first into the craft while the beachmen walked it through the suds as far as they dared, pushed off, then ran for high ground. Rogean scored two hits on the starter button before a huge swell lifted the rubber boat, then sent it tobogganing crazily back into the surf.

By 9:35 preoccupation with putting that little boat in the water had become so desperate that men forgot and tried to match the sea with brute force. There wasn't room for another pair of shoulders. Finally, someone bellowed: "Wait for the sea. Wait, wait for the water!"

"Now," someone called, as they shoved and ran and pushed until those up forward lost their footing in the buoyancy of neck-deep water. Rogean hit the starter and the motor took hold, driving the boat seaward just before climbing a ridge and slipping out of sight.

Kelley had a two-cell flashlight, if it wasn't wet. Rogean had a painful backache from their first effort at launching. They bobbed about aimlessly, idling down the motor in the hope that they might hear a voice from the blackness. None came. Rogean kept the headlights of the beach to his starboard so that he would not lose his orientation.

What if the tail section was filled with air? Could they collide with it in the dark? What if there were more passengers than could be carried?

But if fear danced at the threshold of the Coast Guardsmen's minds, it had all but overcome a

survivor who clung desperately to the floating landing gear of the aircraft only yards away.

Maybe the survivor heard the sound of the outboard or felt its vibration; perhaps he was able to exert an audible moan that caught a seamen's attention. Kelley says he was just there, suddenly in reach. The odds that they could somehow find themselves alongside each other in that black and white Atlantic maelstrom are staggering. Prying the survivor's arms from the landing gear, the Coastguardsmen hauled him over the side.

(Continued on page 46)



Willing hands right rubber craft for another attempt

WASHINGTON
PRO & CON



Opposing Views by Congressmen on The Question . . .

Is The B-1 Bomber Vital

The B-1 Bomber program has been the subject of controversy for many years, but when all the arguments are boiled down, two basic issues emerge: Do we need the B-1 and is the cost out of line?

The SALT agreements and detente aside, I think that the principal deterrence to large-scale Soviet adventurism is the strategic program of the United States. This program, called our "Triad of Defense," is composed of our ICBM's, the Navy's Trident missile submarines and our bomber force. Because the bombers carry over half of our offensive megatonnage, they actually comprise more than just a third of the Triad.

The bomber force is important because the President can use it to get tough without actually starting a war. He can send bombers out and he can call them back. Once a missile is fired, it's gone and the balloon goes up.

In building a bomber force, several alternatives to the B-1 have been offered, but none of them quite meet the unique requirements of the B-1.

- The B-52's, which would be replaced by the B-1 in our strategic air arm, are capable of meeting their mission requirements today, but remember that they are on average 15 years old. To modify them to be effective in a 1980-1990 time frame, the aircraft would have to receive new engines, wings and electronics. Estimates for these modifications average over \$40 million per aircraft, and the aircraft would not be as effective nor as survivable as the B-1s in doing the mission.

- A force of cruise missiles could be launched from stand-off aircraft. However, cruise missiles would not be capable of striking defended targets which represent a large number of the bomber targets. This cruise missile force, with its reduced capability, would require the modification of \$30 mil-

lion commercial jumbo jet aircraft and would really cost the taxpayer \$50 million per aircraft when built to meet military specifications; with the cost of the cruise missiles on top of that.

Every fair analysis in the end concludes that the B-1 is the single option capable of performing its mission at a price tag that is realistic.

As for cost, the Air Force has exerted every effort to keep costs under control. Discounting inflation, which has beset us all, the B-1 program has experienced only a 12 per cent cost growth since 1970. This has been accomplished without degrading the B-1's ability to perform the mission originally planned.

In these times of unease in the world, with our responsibility to remain strong both for ourselves and for the free world, we can't afford to go shopping in the bargain basement for our weapons systems or to procure make-do measures that are inherently faulty. The B-1 isn't such a system and therefore is vitally needed in our military inventory.

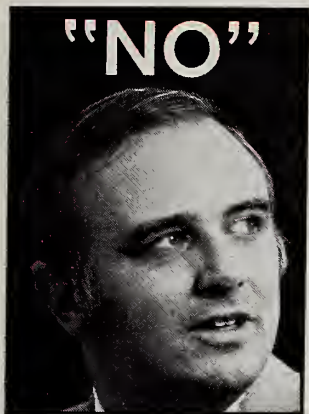


Rep. Bob Wilson
(R-CA)

Bob Wilson

If you wish to let your Congressman or one of your Senators know how you feel on this

To Our National Defense?



Rep. Les Aspin
(D-WI)

The United States needs a powerful nuclear punch to deter the Soviets from launching a war. The United States does not need the B-1 bomber to give it that punch.

Unfortunately, the debate over the B-1 has become clouded by a host of arguments, many of which miss the mark.

One frequent criticism alleges that the B-1 is a technical flop. True, the aircraft has had its share of problems. It is heavier than planned. It has a shorter range. And it takes a longer runway to get off the ground. While the test phase isn't over, nothing disastrous has yet been uncovered.

Two points must be watched, however. The B-1's escape time—the time needed to get the plane started and in the air after an alert—has increased slightly. If it increases too much, Soviet missiles could reach the B-1s on the runway apron and the B-1 would then produce snickers in Moscow rather than deterrence.

Secondly, more attention should be paid to the electronics systems carried on the B-1 to jam incoming antiaircraft missiles. The B-1 relies heavily on existing electronics which could prove ineffective.

So far there is only one real reason to kill the B-1, an alternative that is both cheaper and more effective: the stand-off bomber.

This bomber, which could be a converted Boeing 747, would not have to fly into Soviet air space. It would fly outside Soviet territory and launch

long-range, cruise missiles at its targets.

A force of stand-off bombers would cost \$59.6 billion to build and operate for ten years compared to more than \$70 billion for a B-1 force, according to a recent analysis by Brookings Institution. The \$11 billion savings results because fewer stand-off bombers are required. Since the stand-off bomber does not charge into Soviet air space, where it risks being shot down, we do not have to buy extra planes to allow for that attrition.

The stand-off bomber is more effective because it is harder for the Russians to defend against. A fleet of 100 stand-off bombers launching 6,000 to 10,000 cruise missiles against the Soviet Union would overwhelm Soviet missile defenses. By comparison, a fleet of B-1s twice as large provides a mere 200 targets for Russia's antiaircraft missiles and interceptors.

Our next generation of bombers also must face advances in technology. Dramatic advances in Soviet air defenses could make the entire B-1 force vulnerable and therefore obsolete. But with a stand-off bomber, only the missiles themselves would have to be replaced.

Les Aspin.



I have read in The American Legion Magazine for September the arguments in PRO & CON: "Is The B-1 Bomber Vital To Our National Defense?"

IN MY OPINION THE ANSWER TO THIS QUESTION IS:

YES ☐ NO ☐

SIGNED _____

ADDRESS _____

TOWN _____ STATE _____

You can address any Representative c/o U.S. House of Representatives, Washington, D.C. 20515; any Senator c/o U.S. Senate, Washington, D.C. 20510.

issue, fill out the "ballot" and mail it to him. ➔

The Real American Cowboy

By LYNWOOD MARK RHODES

SWAGGERING, self-confident, tall-in-the-saddle, he is one of the most distinctive and durable figures in American history. His hey-day lasted only from the end of the Civil War until the mid-1880's, and in that brief span no more than 40,000 of his breed rode the cattle trails across the Great Plains.

"It would be . . . difficult to imagine a replacement for him," says historian William Savage, Jr. Only the cowboy, that lanky man on horseback, "has captured and held the imagination of the American people with an interest undiminished by time."

Yet, no folk hero in our history has ever been so misunderstood or unfaithfully represented as the real, dyed-in-the-wool cowboy.

And most of them were just that—boys between the ages of 18 and 25.

Some were mustered-out Union veterans. Far more were former Rebels, especially Texans. Even a few sailors exchanged the sea for the arid plains, in time remodeling their favorite chanterey of "O, bury me not in the deep, deep sea" to go "O, bury me not on the lone prairie." Still others were penniless immigrants, moneyed Easterners (including future President Teddy Roosevelt, who went to North Dakota to learn to rope and ride in 1883), rangeland drifters and men on the dodge from the law. And, contrary to Hollywood, nearly one cowboy in three was either Mexican, Indian or black—most of the latter former slaves.

Whatever his race or color, a cowboy's job was simply more tiring than heroic, more boring than romantic. He was a hired hand—"a dirty, overworked laborer who fried his brains under a prairie sun" that might reach 100° in the shade on a summer noon, or "rode endless miles in rain and wind to mend fences or look for lost calves" during a "blue norther" that could drop the thermometer 50° in a day. His hours were long, usually 18 a day, seven days a week; his pay a measly \$25 to \$40 a month with "found," as room and board were called; and his common educational level was lower grade school.

Exposure to the elements in cattle country brought on pneumonia, sec-

ond only to being dragged by a horse as the leading cause of cowboy deaths. Yet such tribulations were part of the game and, if mentioned at all, turned up in his rueful ballads. He sang of loneliness ("I'm a poor lonesome cowboy and a long way from home"), of death. ("I spied a young cowboy wrapped up in white linen, as cold as the clay"), of life's harsh realities ("I wash in a pool and wipe on a sack; I carry my wardrobe all on my back"). But in the 1870's, men took to punching cattle "as a preacher's son takes to vice," according to one colorful old-timer.

Not that our movie and TV image of the cowboy entirely lacks truth. Most cowboys *were* the tall, silent type. In fact, taciturnity was a way-of-life, especially at meals. About the only time tongues ran free was in

swearing. "Cowboy talk," says historian William Forbis, "assayed somewhere around one-third profanity and obscenity, which was directed at horses and cattle or used as the salt and pepper of ordinary speech."

The upshot was an underlying, rough humor that helped the cowboy endure while carrying himself with a sort of vinegary pride laced with bravado and exaggeration. An Englishman visiting a ranch unknowingly tweaked the peppery quirk when he inquired of a cowpuncher, "Is your master at home?" The range rider looked at him levelly and replied, "The son of a bitch hasn't been born yet." There was no humor, however, in the reverent feelings he reserved for women—at least, the nice-girl portions of womankind.

"He made love on almost a sea-



Charles Russell painting "Jerked Down" captures hard



THOMAS GILCREASE INSTITUTE OF AMERICAN HISTORY AND ART, TULSA, OK

life of early cowboys on western cattle ranges

sonal schedule, as though in a rut" with cattle-town prostitutes, says historian Paul Horgan, but his longing for storybook love was so great that it was unreal, a chivalry-type love that put a virtuous female "on a pedestal from which she could be worshipped but not touched." For marriage was a mode of life that most cowboys had to shun since they were always on the move and their pay was too low to support a family in any case. Still, they yearned for the company of "good" women and a lonesome cowboy would travel miles, by one account, "just to sit on a porch for an hour or two and watch some homesteader's red-faced daughter rock her chair and scratch her elbows—and not a smack or a hug."

The nearest living being he could turn to with affection was his horse.

Few cowboys actually owned one. The ranch they worked for supplied their mounts from its remuda or common pool of horses. It was usually a stocky, sturdy pony, descended from the ornery Spanish mustang, which made it a natural-born animal with endurance, stamina and—best of all—"cow sense" in controlling cattle, "as sensitive as a suitor to their changing moods." Beyond that, it was his daylong companion and helper, obeying his orders as it took him in and out of danger.

"My horse," said a cowboy in his domesticated old age, "was something alive, something friendly and true . . . and for him I had a profound feeling. I sometimes think back on my remarkable horses in much the same way that I think back on certain friends that have left me.

Many a time I have divided the water in a canteen with a horse. I went hungry sometimes, but if there was any possible way of getting food for my horse or if there was a place to stake him, even though I had to walk back a mile after putting him to graze, I never let him go hungry."

Which was quite a tribute since the real cowboy was strictly a riding man and detested walking, even for short distances. About the farthest he condescended to walk was from the corral to the bunkhouse. He might gripe about a chore, but he shirked nothing—if it could be done on the back of a horse where he was master of his fate. But unhorsed, says "Teddy Blue" Abbott, himself an old cowhand, "was like a man overboard at sea, prey to anything the plains had to offer." It was the dread a cowboy feared most. As cowhand Jo Mora put it, a cowboy dismounted was "just a plain, bowlegged human who smelled horsey at times, slept in his underwear and was given to boils and dyspepsia."

The truth is, he normally wore long johns unless it was too hot; a stout cotton flannel shirt; tight-fitting trousers sewn with coarse yellow thread or of dark wool fortified with buckskin that stayed up by themselves since suspenders chafed him and he rarely wore a belt; a cloth or leather vest unbuttoned to prevent sweating but "with deep pockets where he kept his Bull Durham tobacco;" and a bandanna of tough silk around his neck which he used for everything from a mask to filter out trail dust to a tourniquet in case of rattlesnake bite.

On his boots, which might cost more than \$50 a pair—two months' wages—he wore spurs of silver or iron whose jinglebobs made a sound that was music to his ears. At work, he also donned a pair of bullhide, seatless leggings of Spanish origin called *chaparreras*—later Americanized to "chaps"—that reached from ankle to groin, buckled or tied at the waist, and shielded him against thorny thickets and rope burns. And he always wore a hat—Wide brimmed to protect him from sun and wind, the crown dented into a pyramid or flattened, it was his proudest, most personal possession. A cowboy so hated to be without his hat that Western etiquette allowed him to wear it when he sat down to a meal indoors. Sometimes, he even wore it to bed.

The standardized Levi's, boots with decorative hand-stitching and beautifully crafted Stetsons came later. But when fully outfitted at the zenith of the cowboy era in 1876, a

cowpuncher's head-to-toe garb "identified him as distinctly as a knight's armor identified its owner." He still led a helluva life, though—and that's putting it mildly.

His home was a bunkhouse, often just a shack made from weather-board or cottonwood logs. It was stifling in summer, numbing in winter. Cowboys "might spruce up their quarters with a coat of whitewash on the walls, maybe a real wood floor over the dirt, buffalo robes or wolf-skins for the bunks and perhaps a crude fireplace," but no one ever got rid of an instantly recognizable feature all bunkhouses shared: a distinctive aroma.

They smelled to high heaven—a nose-twitching composite, according to a gasping account, "of sweaty men, dry cow manure, the licorice in chewing tobacco plugs, old work boots, and the smoke from lamps that burned coal oil or even tallow rendered from the generous supply of skunks that scavenged around the ranches." Clothes were "hung on the floor," supposedly "so they wouldn't fall down and get lost." Cowpuncher Charlie Siringo recalled an iron-clad rule his bunkhouse pals made "that whoever was caught picking gray backs [lice] off and throwing them on the floor without first killing them should pay a fine of ten cents for every offense."

Yet, astonishingly enough, some cowboys found the bunkhouse atmosphere downright homey and, in later years, more than one got a lump in the throat remembering the twangy choruses of "There's an Empty Cot in the Bunkhouse Tonight" that his guitar-strumming buddies sang.

If comfort came far down on any list of necessities, it was because a ranch's primary purpose was the care and well-being of cattle, not people. The critter that cowboys watched over and worried about was the longhorn that evolved from cattle brought to the Americas by Spanish *conquistadores*.

There never was enough sleep for the weary cowhands and rarely enough water for the cattle on the parched prairies where less than 15 inches of rain might fall in a year. Andy Adams in his classic, "The Log of a Cowboy," once noticed a heat-crazed herd deliberately walk into the sides of the horses. "For the first time," he wrote, "a fact dawned on us that chilled the marrow in our bones—the herd was going blind" from lack of water.

Indians constantly tried to beg or steal cows. Settlers drove the herds

(Continued on page 26)



Cabin near Payson, AZ, was workplace for author Zane Grey (inset)

Zane Grey Brought The West to Millions

A YOUNG DENTIST who might have been a big league baseball player left New York for Arizona in 1907 to become the best-known writer of cowboy novels that romanticized the old west.

Pearl Zane Gray attended the Univ. of Pennsylvania on a baseball scholarship, graduated with honors and decided to pursue private dental practice in New York rather than baseball. As a dentist Gray was less than successful, but in 1903 he sold his first article, "Camping Out," to *Field and Stream Magazine*.

The 1907 trip took Gray to Payson in northern Arizona and touched off a love affair that lasted a lifetime. The Mongollon Rim of the White Mountains became the setting for scores of stories and novels. The rim stretches about 200 miles west from a point near the New Mexico border to a point north of Seligman, AZ, but Gray's personal paradise was the mid-section, a cool, high, 100-mile-wide region between Show Low on the east and Strawberry on the west. He called it the "Tonto Rim." Today, it is "Grey Country" and includes the Coconino and Sitgreaves national forests, six well-stocked lakes, hunting, hiking and ski facilities and the spectacular Tonto bridge, a travertine rock structure 400 feet long, 180 feet high and with a span of 150 feet. The

bridge is so large that a five-acre farm perches on its top.

Inspired by the magnificent country, Gray wrote three novels in 1908 and 1909. All were rejected.

"I do not see anything in this to convince me you can write either narrative or fiction," said one editor at Harper & Bros.

But in 1910 Harper's accepted the fourth, "The Heritage of the Desert." In 1912, it published "Riders of the Purple Sage," often called the greatest Western novel ever written. It sold over a million copies in hard cover and is still in print.

The dentist-turned-writer dropped the name Pearl and changed the spelling of his last name to Grey. He had a cabin built on Tonto Creek and there he wrote most of his 54 novels. In one year Grey earned \$600,000—a testament to his skill and the American fascination with its West. An avid hunter and fisherman, Grey roamed the Rim country on foot and horseback, often in the company of his children, two sons and a daughter.

The cabin fell into disuse in the 1930's, but was restored in the 1960's through the efforts of William H. Goettl, a Phoenix businessman, and is now open to visitors. (It is located four miles off Arizona Route 260, 18 miles northeast of Payson.)

—M. S. Chipp.

Just Off The Highway

Celluloid Cowboy Remembered

AMERICA'S best known cowboys have been the men who rode across the silver screen. A striking monument alongside an often lonely Arizona highway memorializes one of Hollywood's earliest heroes—Tom Mix.

A contemporary of stars like William Boyd, Hoot Gibson and Buck Jones, Mix was regarded as perhaps the premier horseman, rope artist and daredevil of the silent films of the 1920's. He and his horse "Tony" were idolized at Saturday matinees from coast to coast. The advent of talking pictures sent Mix into the circus field and more acclaim, including a highly successful tour of Britain.

It is estimated that Mix made \$6 million during his career, but the Depression wrecked circuses and he was a relatively poor man when he was killed Oct. 12, 1940, along that Arizona highway. Driving on US 80-89, about 17 miles south of Florence, AZ., in his custom-built car, Mix swerved to avoid construction workers, overturned and was killed.

The Pinal County Historical Society of Florence raised the memorial to Mix, a riderless horse atop a stone column that bears the legend:



Arizona traveler shows his son monument to actor Tom Mix



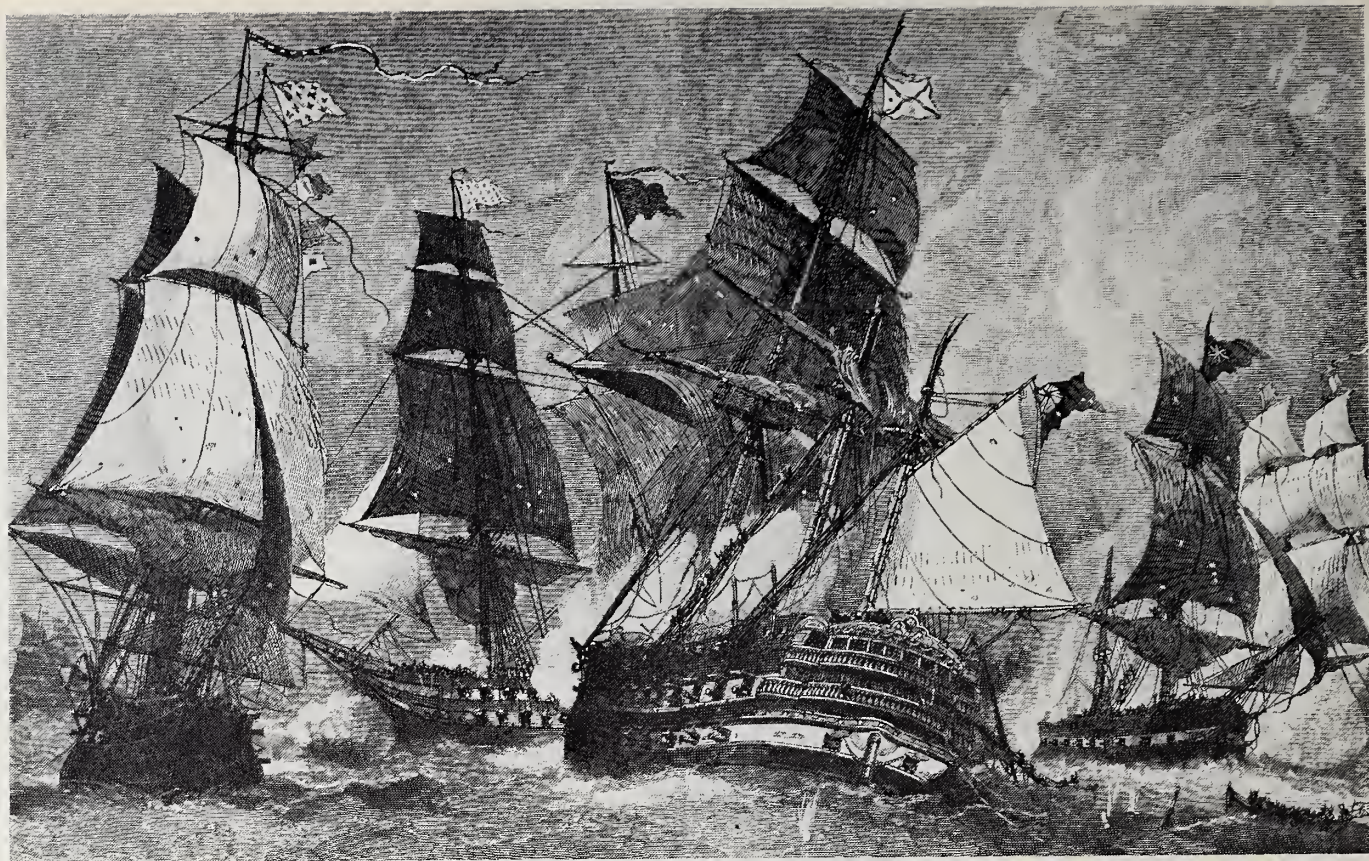
Hollywood still photos from 20s and 30s recall Tom Mix roles

"Jan. 6, 1880-Oct. 12, 1940—In memory of Tom Mix whose spirit left his body on this spot and whose characterizations and portrayals in life served to better fix memories of the old west in the minds of living men."

He was born on a horse farm in Mix Run, PA, which was named after his great-great grandfather and he served in the U.S. and British armies. But according to popular legend of Mix's day, he was born in

a log cabin near El Paso, TX, and he'd had a pre-movie career as a Texas Ranger, a sheriff in Oklahoma and Kansas and a deputy U.S. marshal.

It wasn't true, but Mix lived the legend and to a generation of American boys he was the real "straight shooter." The night before he died, Mix had dinner in El Paso with Sheriff Chris Fox and showed the Fox children his "world's championship cowboy belt."



Crucial British-French engagement off Cape Henry as drawn by J. O. Davidson

The Battle No One Saw

By GENE GLEASON

COUNT Jean Baptiste de Rochambeau, commanding general of French forces in North America, couldn't believe what he saw. There on a Delaware River dock, not 200 feet from the Count's small boat, a tall man in a blue-and-buff uniform was hopping up and down, waving his hat wildly and yelling something that sounded like "de Grasse."

It was Dover, PA, September 5, 1781.

The Count and his staff, fresh from Philadelphia, were expecting to join Washington for the march to Yorktown. But could this jumping, shouting figure possibly be the American Commander-in-Chief who was renowned for his dignity and reserve?

"I have never seen a man more overcome with great and sincere joy," said one of the Count's aides.

When de Rochambeau's boat drew up to the dock, he saw that the figure was indeed Washington. For once in his life, the general had dropped all restraint to announce the biggest news since the American colonies had declared their indepen-

dence from Great Britain: Count de Grasse had reached Chesapeake Bay with massive French aid and a fleet of 28 warships. Now it was an entirely new war, and the odds were with America.

France had secretly supported the American cause since war broke out in 1775, thanks in part to the diplomatic skill of Benjamin Franklin, American representative in Paris. But the flow of materiel, much of it through the French West Indies, swelled in volume after British Gen. John Burgoyne surrendered to Gen. Horatio Gates at Saratoga, NY in October 1777. That convinced the French government that America could defeat Great Britain.

On February 6, 1778, France signed a treaty which made her the open ally of the 13 American colonies, ready to lend them full military and economic aid. Count Charles d'Estaing (a direct ancestor of French President Giscard d'Estaing) brought a French naval squadron to America in 1778, but it failed in an effort to drive the British from Rhode Island, and was not successful when it sought to help the Americans recapture Savannah, GA in

the fall of 1779. D'Estaing was wounded at Savannah and sailed back to France with his ships.

But in 1781, Washington realized, the French had assembled a much more formidable fighting force than d'Estaing could muster. Count Francois de Grasse, the Admiral commanding French naval forces in America, had 28 "ships of the line" (warships with 60 or more cannon), headed by his flagship, *Ville de Paris*, armed with 110 guns and said to be the largest warship in the world. De Grasse also had four frigates (20 to 44 guns each), 15,000 sailors, 1,800 marines and 3,000 troops—the latter under the command of Marquis Claude de Saint-Simon. The troops had been stationed in the West Indies.

The French had additional naval strength in America. Count Paul de Barras, heading a squadron of eight French ships of the line, sailed from Newport, RI in August, for Chesapeake Bay. Aboard de Barras' ships were siege guns and tons of salted meat intended for the combined French and American land forces at Yorktown, VA.

Major General Lafayette, then

only 23 years old, had been in Virginia since April, 1781, engaging the forces of Gen. Charles Cornwallis. Cornwallis, commanding British armies in the South, had not wanted to invade Virginia. His force, variously estimated at 7,500 to 10,000 men, was battle-weary and short of supplies.

Cornwallis had suffered two setbacks in the Carolinas. Brig. Gen. Daniel Morgan had beaten the British at Cowpens, SC, in January 1781, and two months later, Maj. Gen. Nathanael Greene had fought them to a standstill at Guilford Courthouse, NC.

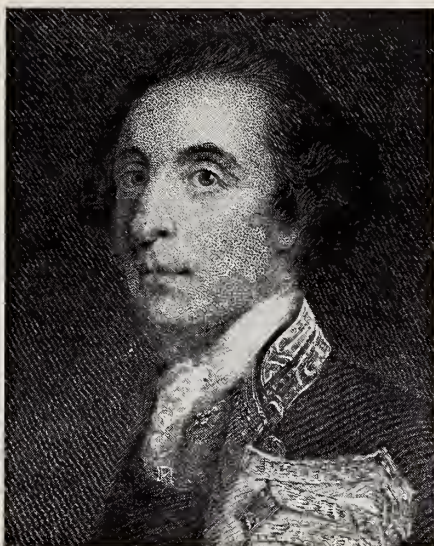
But Cornwallis was far from beaten. In June 1781, his army reached Charlottesville, VA, captured seven state legislators and almost took Thomas Jefferson a prisoner at his home in Monticello. A month later, Cornwallis skirmished with Lafayette's army, and that of his deputy commander, Gen. Anthony "Mad Anthony" Wayne, and marched on unopposed to Portsmouth, VA. Early in August, Cornwallis advanced north to Yorktown and dug in to await reinforcements.

Gen. Sir Henry Clinton, commanding all British land forces in North America, assured Cornwallis that aid was on its way by sea from Clinton's headquarters in New York. Rear Admiral Samuel Hood had, in fact, reached Chesapeake Bay in August, found no French ships, and sailed for New York to join the fleet of his superior, Rear Admiral Thomas Graves. Both fleets, totalling 27 ships of the line, received word that the French squadron under de Barras had left Newport. They set out to capture him.

Events now began to converge on Lord Cornwallis. General Washington, with an army of 5,500 Continentals and 3,500 militia, and de Rochambeau, with 7,000 French regulars, had marched south into Virginia. At first, Washington had sought to mislead the British into thinking that he planned an attack against New York City, but as the armies continued south past New Jersey, it became clear that he was heading for Virginia.

On September 14, Washington and de Rochambeau reached Williamsburg, VA, where Lafayette had established headquarters. Here, 12 miles west of Yorktown, the two armies were joined for the siege of Yorktown. Washington still had received no report on the French fleet subsequent to its arrival at Chesapeake Bay.

De Grasse's fleet had reached Chesapeake Bay in the last week of August. The Marquis de Saint-Simon



Admiral Rodney

began debarking his 3,000 troops, which were dispatched to join the French army at Williamsburg. Admiral de Grasse sent another 2,000 men ashore to collect wood and fresh water for the fleet. He had only one more ship than the British fleet he was about to confront, but the French had 2,000 cannon, compared with 1,500 British guns.

On the morning of September 5, 1781, Admiral de Grasse was at anchor in Chesapeake Bay when his lookouts sighted a British fleet approaching the mouth of the bay from the northeast. A brisk north-east wind was behind the enemy, giving them an initial advantage as they sailed toward the bay. De Grasse, with 2,000 of his seamen still ashore, saw at once that he would have to meet the enemy on the open ocean—and that he would have to leave the seamen behind if he were to get out of the bay in time. He slipped his anchor cables



Admiral De Grasse

without hesitation, and stood out to sea, passing Cape Henry and Cape Charles at the entrance of the bay, and tacking carefully to avoid Middle Ground Shoal, which lay between the twin capes.

De Grasse knew that the British ships, besides being fully manned, enjoyed another advantage: their hulls were sheathed with copper, making them more maneuverable. De Grasse set an eastward course, and the British warships, forming a long line as they approached, also turned to the east, with their lead ships roughly paralleling the course of de Grasse. Admiral Graves, following traditional British naval tactics, kept his own ships in line as his foremost ship neared the French van. At 4 p.m., Graves' flagship, the 98-gun *London*, began exchanging broadsides with the *Ville de Paris*, and the other ships in the forepart of the battle line opened fire on one another. Within a few minutes, the forward half of the line was fully engaged. The French directed their principal fire at the enemy's sails and rigging; the British aimed to pierce or smash the hulls of the French warships.

The latter half of the French line, less maneuverable than the British, became widely scattered, and many ships failed to get into action. Admiral Graves, it was later argued, should have cut through the center of the French line, isolated its front half and poured his fire into the broken line. He did not do so, preferring to adhere to the "line of battle" formation.

As frequently happened in large naval actions during the Age of Sail, there was serious confusion over signals, especially among the British fleet. Rear Admiral Samuel Hood, Graves' chief subordinate and fiercest critic, argued that the "line of battle" signal was several times flown and lowered, and badly confused with the signal to "close action." The smoke of cannon-fire enveloped both fleets, contributing to the confusion.

Death and damage were heavy. The *Réfléchi* took a ruinous broadside from the British *Princessa*, which killed her captain and wounded another officer. The *Dia-dem*, was simultaneously engaged by several British ships; everyone aboard her was either killed, wounded or severely burned.

The French *Auguste* received 54 shots in her hull, 70 in her sails and had her foretop bowline shot off. Two sailors attempted to repair it, but both were wounded. Commodore de Bougainville offered a cash bonus to any seaman who could repair the

line, and one crew member crawled out under deadly fire to complete the job. He rejected the bonus, saying "My General, we do not go there for money."

The booming of the guns continued for two and a half hours, ending shortly after sunset, when Admiral Graves decided to break off the engagement. The British fleet sustained the worst damage, but only one ship was lost, the *Terrible*, which had been leaking and in poor condition for many weeks; her crew stripped the wrecked ship and set her afire.

The British lost 336 men; 90 killed and 246 wounded. The French listed 230 casualties, with no specification of totals for killed and wounded.

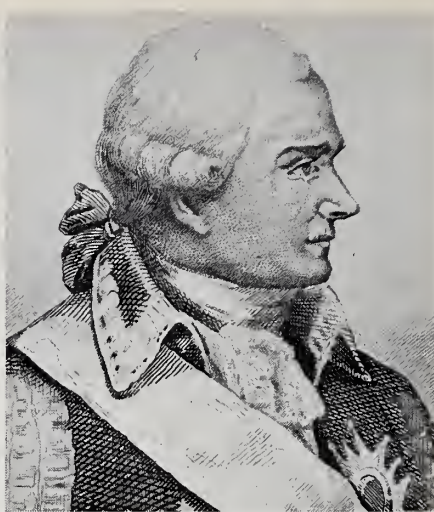
Not a single American, so far as is known, was engaged in this Battle of the Virginia Capes—(sometimes called the Battle of the Chesapeake Capes)—although it was the biggest and most important naval engagement of the American Revolution. It was fought well out to sea and apparently no American even witnessed it.

The two fleets drifted slowly south after the battle, keeping contact with each other as they struggled to make emergency repairs. Not a shot was fired during this long interlude, which continued September 9, when the fleets stood a few miles east of Cape Hatteras, NC. That day, de Grasse sighted de Barras' squadron in the distance, setting a course for Chesapeake Bay. De Grasse guided his own fleet between de Barras' squadron and the British.

Admiral Graves, now facing 36 French warships, slowly withdrew and sailed for New York. He reached Sandy Hook on September 19, completed repairs to his fleet, and took 6,000 troops aboard to relieve Cornwallis at Yorktown. Somehow, he hoped to slip past the French fleet in Chesapeake Bay, but he had barely left the Sandy Hook anchorage when Lord Cornwallis surrendered. It was October 28 when the British fleet reached Chesapeake Bay—nine days too late. Disheartened, the fleet returned to New York.

Verdicts on the battle were completely contradictory. Admiral Graves called it "a lively skirmish." Admiral Hood, his disgusted aide, labeled it "a feeble action."

General Washington, who did not hear of the battle at Williamsburg until Sept. 15, termed it "a partial engagement." Sir Henry Clinton, whose dilatory actions undoubtedly contributed to the British defeat, said afterward, "All depended on a fleet"—the British had been promised

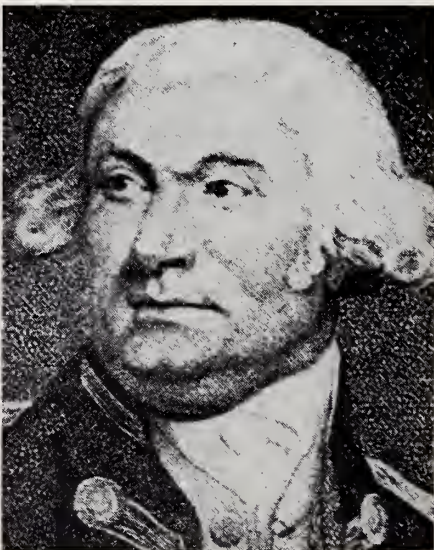


Rochambeau

one, but Washington had one.

The defeat or retreat of Admiral Graves was inextricably linked with the surrender of Lord Cornwallis. De Barras' fleet, protected by the victorious de Grasse, moved up the James River, unloading provisions and heavy cannon. General Henry Knox, Washington's chief of artillery, directed placement of the siege guns on the landward side of Cornwallis' Yorktown fortifications. French ships blockaded the James River, ending Cornwallis' hopes to escape across that river to the Carolinas.

Washington, who thoroughly disliked sea travel, voyaged down the James River and across Chesapeake Bay to Lynnhaven Bay, a southern inlet of the Chesapeake—part of which has become a vacationland centered on Virginia Beach, VA—for a conference with de Grasse aboard the *Ville de Paris*. He persuaded the French admiral to remain at Chesapeake Bay until the end of



Admiral Graves

October, instead of adhering to his planned departure date of October 15. Bad weather stretched the General's return voyage to four days, and confirmed his negative opinion of water travel.

French and American troops besieged Admiral de Grasse for every kind of supplies. When he was asked to provide 30 candles for the infantry, he exploded "Damn it! You have stretched the blanket too tight." But he later apologized, blaming his quick temper.

Cornwallis, under bombardment from French and American guns, held off on a possible counterattack, since he was convinced that Sir Henry Clinton would somehow get reinforcements to him. Then, in ultimate desperation, he sought to escape across the York River, in front of Yorktown, to Gloucester, which was also in British hands. From there, he hoped to march due north, possibly to Clinton's New York headquarters.

Lord Cornwallis had ferried only one division across the mile-wide river in small boats when a violent storm struck. Hastily, Cornwallis brought the troops back to Yorktown, and abandoned further attempts to flee across the York.

On Oct. 17, a young drummer climbed the ramparts to beat a tattoo calling for a parley. General Washington, still fearing that Clinton would return with an invincible fleet, granted only a 24-hour armistice. On Oct. 19, Cornwallis surrendered, but delegated his aide, Gen. Charles O'Hara, to go through the actual formalities. Cornwallis sent word he was too ill to participate.

Certainly the French fleet, by contributing men, money and siege guns and, above all, blockading Cornwallis at Yorktown, had played a major role in Britain's defeat. During the entire Revolution, France had supplied \$50 million in aid of all kinds. The expense may have helped to cause the French Revolution of 1789.

Admiral de Grasse, the victor at the Virginia Capes, came to grief even sooner than his government. In April 1782, he joined forces with Spain in an effort to take Jamaica from the British. This time, he encountered Admiral Sir George Rodney, and most of the French fleet was destroyed. The magnificent *Ville de Paris* and six other ships were captured. De Grasse was taken prisoner, brought to England, and then returned to France to face disgrace and retirement.

In retrospect, only the Americans won the Battle of the Virginia Capes. And they weren't there. END

A 67-year-old man talks about how age becomes an advantage once you reach 55.

"It wasn't until I turned 55 that I became eligible to make one of the best investments I've ever made. A membership in AARP.

It's been 12 years now, and I still can't believe how that membership continues to pay off."

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AARP stands for the American Association of Retired Persons. A non-profit, non-partisan, non-governmental organization that exists to help its over 9 million members take full advantage of being 55 or older.

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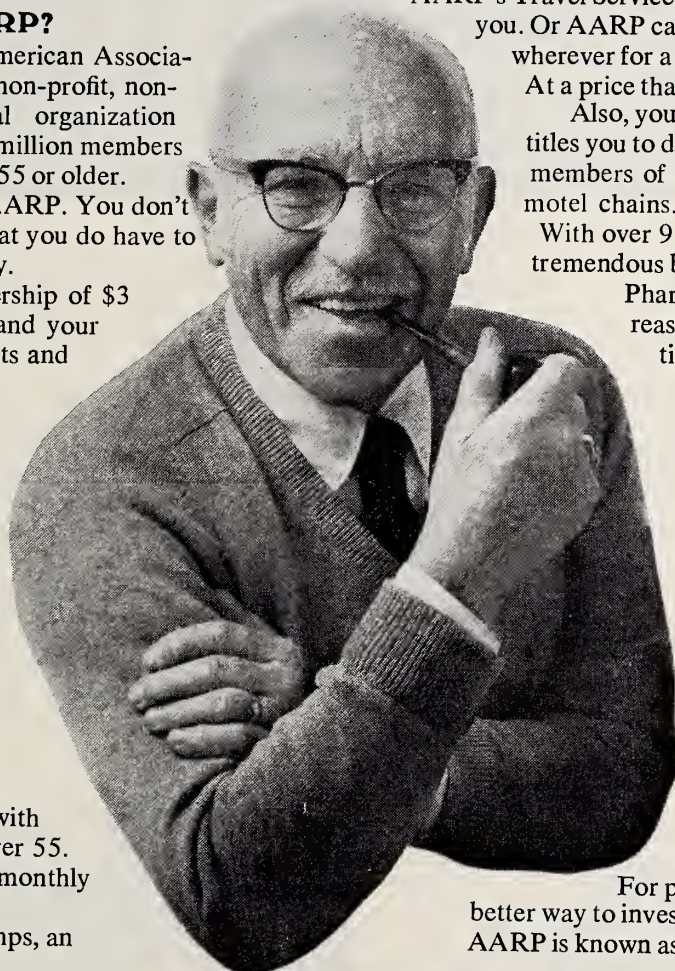
Also, any AARP member is eligible for quality, high value group health insurance without having to answer any health questions.

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Mr. Peter McNulty

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Gentlemen: I am 55 or over:	
Please enroll me as a member of AARP. I understand that it makes me eligible for all AARP benefits and privileges.	
Enclosed find <input type="checkbox"/> \$3 (one year dues) <input type="checkbox"/> \$8 (3 years dues) <input type="checkbox"/> Bill me later.	
Name _____	DFVJ
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Address _____	
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One membership makes both member and spouse eligible for all AARP benefits and privileges, however, only one may vote.	

*Only statutory coverage available in North Carolina, Texas and Massachusetts.

Bicentennial Landmark Thomas Jefferson's Charlottesville



IT'S BEEN 150 years since his death, but in Charlottesville, VA, Thomas Jefferson is still "Mr. Jefferson."

Nowhere is the mark of a founding father so indelible.

His white-domed hilltop mansion, Monticello, has been a magnet for hundreds of thousands of visitors this bicentennial year, including chiefs of state of many foreign countries. President Ford participated in special ceremonies during the Fourth of July weekend.

A few miles down the road is Ash Lawn, home of President James Monroe. Jefferson helped Monroe design and build it.

The University of Virginia, Jefferson's living legacy to his native state, is there. The school is built

around a neo-classical quadrangle that Jefferson designed and named "an academical village." It has been called the most beautiful and effective grouping of university buildings in America.

The domed red-brick rotunda with its white columns was restored for the Bicentennial and was rededicated last April 13, Jefferson's birthday.

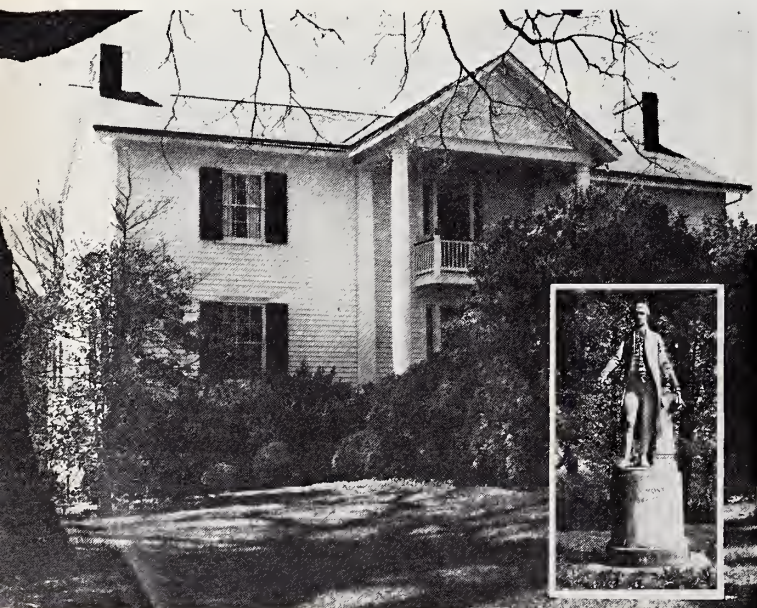
Founded by Jefferson in 1819, the university's first board of governors included Jefferson, Monroe and President James Madison. Visitors at the school can see the restored rooms of Edgar Allan Poe and Woodrow Wilson.

Other Charlottesville attractions include the Charles Keck statue of Gen. Stonewall Jackson, regarded as

one of the finest equestrian statues in the world; Michie Tavern, a restored colonial landmark; the Albemarle County Courthouse where the will of Jefferson can be seen, and the George Rogers Clark Museum. Clark, hero of Revolutionary War campaigns in the west and explorer of the Northwest Territory, was born near Charlottesville. Jefferson, as governor of Virginia, commissioned Clark a general.

Monticello (little mountain) was Jefferson's personal gem. He designed it, built it and lived out his life in its splendor, constantly devising gadgets and improvements that still beguile architects and craftsmen.

"All my wishes end where I hope
(Continued on page 42)



Ash Lawn (left) and Monticello were treasures of Presidents Monroe and Jefferson (insets)

Why Willie Shoemaker Picks 'Gordon Jones to Win'

Here's a way to beat the races that 4 out of 5 horse players probably never heard of. A method that—till now—only one out of a thousand would understand well enough to use. Yet it's an approach to handicapping that a few oldtimers say may have made millions for "Pittsburgh Phil" and "The Speed Boys."

But if you think that their secret died with them, you haven't read "Professor" Gordon Jones' book. Willie Shoemaker thinks so much of the "Professor"—and his book—that he allowed his picture to be used on the cover. That's recognition the World Champion Jockey has never given any other book on handicapping.

Bobby Frankel, one of the leading trainers, checked out the final manuscript and told us we could quote him. "The best book on handicapping I've ever seen."

Mervyn LeRoy—winner of a special Academy Award, horse owner, President of Hollywood Park—sent Jones a letter of appreciation.

John Luckman and Huey Mahl, publisher and editor of *Systems and Methods*, reviewed Jones' book and wrote: "You can take his 3-year results and find yourself earning over 600% a year on your bankroll. It's all here if you want it, whether you're a novice or a hard-core ticket tearer. We've never tossed this many horse-shoes before, but we honestly feel that it can't help but help everyone."

Systems and Methods, in case you didn't know, makes impartial reports to consumers in the field of gambling. They try to "rate" every system or method, from the schlocky to the sublime. They gave Jones' book the highest rating in their entire history. Gordon Jones' book—and only Gordon Jones' book—got three horse-shoes. *Twice* as high as one that some self-styled genius peddled for \$300!

Which makes "Professor" Jones' book—at \$14.95—dirt cheap. But hold it—we're not asking you to buy it. Not yet. Instead, we're going to make you the most unusual offer—and guarantee—you've ever

read. Why? Because Willie Shoemaker, Bobby Frankel, Mervyn Leroy, and John Luckman and Huey Mahl of *Systems and Methods* weren't paid a penny for their expressions—or stand to profit in any way.

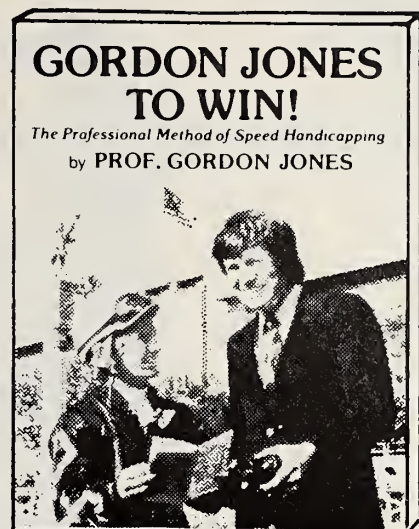
But we do. In fact, we—and Gordon Jones—expect to make a bundle. And why *shouldn't* we if we can help you—"whether you're a novice or a hard-core ticket tearer"—become a topnotch handicapper?

To prove to you that you *can* be, we'll make this offer: We won't even deposit your check or money order for 31 days *after* we mail your order.

That should give you time enough to receive it, read it, and test it out at your favorite track—*before* we deposit your check or money order. If you want to return it—for any reason at all—within that 31 days, we'll send back your *uncashed* check or money order!

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THOMAS GILCREASE INSTITUTE OF AMERICAN HISTORY AND ART, TULSA, OK

"Bronco Buster" is one of most famous works of Frederic Remington

CONTINUED FROM PAGE 18

The Real American Cowboy

from their fields with guns. And a clap of thunder, a bolt of lightning, a coyote's yelp, a horse's whinny could set off a stampede.

Cowboys tried to slow the charge by flailing their slickers in the faces of the leaders or firing their guns to the stampede's ears. After three or four terrifying hours, the cattle usually began to circle, then mill. This was one of the most dangerous times for cowhands. With the herd jammed so closely together, a trapped horseman might be jostled from his mount. At the end of one stampede, horrified cowboys came upon "the remains of a comrade who had fallen to the ground beneath the circling crush of hooves. Nothing was left but a gun butt."

In the worst stampede in history, in July 1876, a big herd plunged into a gully near the Brazos River in Texas. When it was over 2,000 steers were either dead or missing.

With luck, a day's drive generally averaged about ten miles. But "folks didn't really drive cattle," an old puncher explained, "they moved 'em." A few dominant steers always took the lead early on a trail drive and stayed out front like pied pipers, the other cows following instinctively. Except that there were dozens of rivers to cross and it was a rare crossing that went smoothly.

Cows mired in quicksand; panicked and drowned in deep water; the lead steer might decide not to jump in or, once in, turn back. Worse yet,

"cattle would not swim if they could not see the opposite bank; neither would they swim with the sun in their eyes," writes historian Joe Frantz. A cowboy tells of one crossing when a herd massed in mid-stream, swimming aimlessly in a circle. He stripped to his underwear, swam his horse to the mill and jumped "right into the cattle. They were so jammed together that it was like walking on a raft of logs. When I got the only real big steer in the bunch on the yon side, I mounted him and he pulled for the shore." The herd followed. It was quite a feat. Cowboys hated deep water; many could not swim at all.

The drive ended each afternoon about 5 o'clock when the herd neared the site chosen by the trail boss for the night's bed-ground. "I do not know of anything more satisfying," mused a cowboy years later, "than seeing cattle come in on their bed ground at night so full and contented that they grunt when they lie down," chewing their cud from grazing on the buffalo and grama grass that covered the plains.

He could have added that their diet was as monotonous as a cowboy's. A chuckwagon cook kindled a fire for supper with brush or dried cow manure, dubbed "prairie coal," collected during the day ("getting the stuff required gloves; there was a scorpion under almost every cow chip") and inevitably ladled up the same meal every night—"prairie strawberries" as the boys called beans, fried bacon that passed under the name of "overland trout," cornbread, sorghum molasses, and always coffee. A cowboy drank a quart or more a day "boiled from whole beans" but, as one said, "you would hesitate if judging from appearance, whether to call it coffee or ink."

On rare occasions, the cook butchered a young cow to make "the gourmet dish known as sonofabitch stew for which there were nearly as many recipes as there were range cooks."

After supper, the men swapped yarns, rolled cigarettes, and fell asleep listening to their buddies on the first watch singing hymns—"Ole One Hundred" was a favorite—or sentimental lullabies to calm the herd. The cows usually stirred only once during the night—if all went well—when they rose at 11 o'clock to lie down in a new position. But there were four guard changes through the night.

No matter that a cowboy licked horse sweat from a saddle when the chuck wagon ran out of salt, or that he got a paltry \$100 in hard wages

in return for three or four months of dust, thirst, blisters, cold and danger. What counted was "the glorious oasis" at trail's end, "a place to get a bath and a haircut, a woman and a bottle of 'Kansas sheep dip,' " as he called his rot-gut whiskey.

"Money and whiskey flowed like water down hill," an eyewitness said of the rip-roaring sprees in Abilene, Dodge City, Newton, Wichita and other Kansas cattle-towns. Eager haberdashers outfitted him in new clothes, at hastily marked-up prices; and saloons enticed him with gambling games of poker, faro and monte. He paired off with the bar girls—a "calico queen" or a "painted cat"—to pound the dance floor for hours "with Indian yells" and foot-stomping shenanigans. Or he made a beeline for the red-light districts where lusty prostitutes with names like Hambone Jane, Big Nose Kate, the Galloping Cow and Squirrel Tooth Alice hung out in "quarters like cattle stalls." An occasional cowboy passed up the hoopla. "Attended Sabbath school this A.M. and . . . it was the most pleasant hour I spent since leaving home."

It's true that most cowboys painted the towns red, letting off steam with liquor and a compulsion to shoot up the streets with blazing Colt revolvers. But the lawless tag history pins on every cowhand as a sharp-shooting hombre with a gun who, in the words of western scholar Walter Prescott Webb, "wears it low and pulls it smokin'" doesn't jibe with the facts. He admittedly had courage with a six-shooter or in the face of one, for the law of the West permitted a gun in protecting one's life, but "the average cowboy was not a gunman, nor had he a notch in his gun," says historian Joe Frantz. "His occupation was tending cattle" and that took up most of his time. Many a cowboy didn't even tote a gun in his regular duties or, if he did, used it "to kill a rattlesnake, to finish off a horse that had a broken leg or to turn aside a stampede."

We forget, points out William Savage, that the eight-inch barreled Colt weighed two and a quarter pounds—not including its ammunition—and when "fully loaded was a rather heavy piece of iron to fire accurately." It wasn't likely to hit where aimed beyond 25 to 30 yards. A more deadly weapon was his Winchester rifle, but he didn't even take it far because "a large firearm was awkward to hand-hold and when carried in a saddle scabbard, it rubbed against his horse, producing sores"

or could easily snag his reins or lariat.

Live and—with exceptions—let live was his philosophy more often than not. Homer Grigsby, a cowhand for many years, admitted that he "never saw a gun drawn on another man except by a feverish greenhorn who had heard that courage in the West was proved with a Colt." His hung-head confession is closer to the truth than commonly supposed. "There is a good deal of exaggeration about us cowboys," said one puncher at the time. "We're not near so bad as we're painted. We like to get up a little racket now and then, but it's all play." As time passed, upright citizens even outlawed that by forbidding firearms within city limits. Dodge City managed to hold out the longest, well into the mid-1880's, boasting that it was "The Beautiful, Bibulous Babylon of the Frontier," yet none of the cattle-towns ever truly surpassed the first of the boom-towns—Abilene.

It was here that Americans discovered the cowboy first displaying for a national audience "those extremes of temperament that make a hero." Here he first stood on a chute and forced steers into rail cars with a prod that gave him a lasting nickname—cowpoke. Here he first strutted down wooden sidewalks, "his spurs jingling loudly, suggesting fatality like a rattlesnake's rattling." Here he sowed his wild oats and, as one cowhand later owned up, "I regret to say I also sowed all the money I made right along with the oats." For here, after a few days of frolic and debauchery, he started back home in a cheap new suit "the color of which we never knew" until the next sunup, but usually dead broke from "a poker hand that swallowed his whole wad" and only memories about "the way we drank and gambled and threw the girls around. . . ."

And here, in Kansas, he became a legend.

William (Buffalo Bill) Cody almost singlehandedly transformed the cowboy into a larger-than-life figure with his "Wild West" show in 1884. Aided by a New York pulp writer called Ned Buntline, Cody took a handsome, six-foot five-inch Texas cowpuncher named William Levi (Buck) Taylor, dressed him up in fancy chaps, and billed him as "King of the Cowboys." Taylor thus became the first bona fide cowboy matinee idol. Dime novels, romanticized reports of Western travelers, silent movies, talkies, then television, did

the rest, adding to the grand illusion by providing "erstwhile cowgirls with moxie," trail-hardened cowhands who blushed at the slightest mention of sex, and a zesty man of brawn who carried his action on his hips, shooting more and talking less but always using his Colt "on the side of good, thwarting evil with a hail of righteous lead that punctuated his drawled homilies." It was the stuff that dreams are made of.

Cowboys cooperated in forever fixing these ideas of their glamorized life in America's imagination by continuing to move through their sweaty, dirty jobs with a posturing pride. One cowhand, when asked on the witness stand why he killed a neighbor, thought for a moment, shrugged his shoulders and answered, "Because he was a thief, an outlaw, and just a little slow." Humility simply wasn't part of a cowboy's character. "If one man dismounted to talk, the other also stepped down from his horse so they could meet eye-to-eye on equal terms," according to the code of the West.

But it was the expansion of the railroads, a glutted cattle market, the disastrous winter blizzards of 1885-86, a changing taste for more tender beef, and—all important—barbed wire that literally fenced the cowboy in, pulling up short by 1892 one of the most colorful eras in American history.

Even so, he needs no apologies, nor a debunking. He wasn't a saint and he didn't pretend to be. "The American cowboy," sums up Joe Frantz, "has carved a niche—niche nothing, it's a gorge—in American affection as a folk hero." And, today, if we nostalgically remember him not the way he was but the way we *think* he was . . . well, maybe the reason is that he was "the last American to live a life of wild freedom," self-reliant and less dependent on government and machines.

After all, it was the real cowboy who first tied the Great Plains together—not by rescuing a beautiful damsel in distress and riding off into the sunset with his arm about her waist, but by driving an estimated 5.5 million cantankerous longhorns up from Texas between 1867 and 1887. Not by being the lithe, perfect knight in Owen Wister's "The Virginian," but by being himself—brash and arrogant, dirty and saddle-sore, bold and courageous. "A lot of sunshine put that squint in his eyes," says western chronicler Ramon Adams, "and a lot of prairie wind tanned his face." END

SEPTEMBER, 1976

CANDIDATES SAY THEY WOULD PURSUE MIA PROBLEM IN SOUTHEAST ASIA—SONNY MONTGOMERY OFFERS LITTLE HOPE—LEAGUE OF FAMILIES CRITICAL:

President Ford told some 600 persons attending Seventh Annual Meeting of National League of Families of American Prisoners and Missing in Southeast Asia he is prepared to discuss with the Vietnamese the outstanding problems between the United States and Vietnam, with specific attention to an honorable accounting of the missing...At same meeting in Wash., D.C., Rep. G. V. (Sonny) Montgomery (D-MS), chairman of House Select Committee on Missing Persons in Southeast Asia, said the Committee's investigation has forced him to the painful conclusion that "our MIAs lost their lives in the service of their country."...He said he is



Tears Shed at
MIA Conference

opposed to extension of the Committee beyond its September termination date...Meanwhile, League of Families voted overwhelmingly to request President Ford to dismiss Secretary of State Henry Kissinger and replace him with someone who will actively pursue an accounting for the missing...League claimed Kissinger failed to resolve problem of some 1,300 POWs and MIAs, as he promised 3½ years ago when Paris Peace Agreement was signed...Presidential hopefuls Ronald Reagan and Jimmy Carter sent telegrams to League promising the families immediate action would be taken upon election to appoint Secretary of State who would actively pursue accurate accounting of MIAs...League also voted to step up efforts to obtain extension of House Select Committee on MIAs...Family members attending, in unanimous decision, voted to seek Presidential executive order to stop military services from declaring those men now listed as missing to be dead.

SOME NSLI POLICYHOLDERS TO GET
PREMIUM REDUCTION: An estimated 180,000 veterans holding \$1.2 billion worth of National Service Life Insurance will have premiums reduced Oct. 1, Veterans Administration announced...Affected are those with service-connected disabilities and whose NSLI insurance policy numbers are prefixed with letters "J" or "JR"...Reductions for those with "J" policies will be about \$32 per year, those with "JR" about \$81 annually...Amounts of new premiums will vary with age, plan and premium classification.

DR. FITZGERALD NAMED TO VA MEDICAL
POST: Dr. Thomas J. FitzGerald named associate deputy chief medical director for

operations, Department of Medicine and Surgery, Veterans Administration...He succeeds Dr. Richard M. Whittington, who returned to direct patient care as chief of staff, VA Hospital, Gainesville, FL.

COMMISSARY NEED STUDIED, EXCHANGE CREDIT
PROPOSED: Senate Appropriations Committee is conducting study to determine how many retirees need commissary system to maintain decent standard of living...Preliminary estimate indicated 100,000 retirees out of more than 1.1 million live on incomes that make commissary savings necessary...Date will be used in determining continued subsidy for stores, officials say...Meanwhile, Army & Air Force Exchange Service officials have recommended patrons be allowed use of credit cards in military exchanges...House Armed Services Committee has consistently denied use of exchange credit.

RIVERSIDE (CA) NATIONAL CEMETERY
DEDICATED; LOUISIANA NATIONAL CEMETERY
TO BE EXPANDED: A 750-acre March AFB site at Riverside, CA, has been dedicated as national cemetery...It will provide 390,000 burial plots...Property to provide additional 1,600 plots for crowded Port Hudson, LA, national cemetery was deeded to Veterans Administration by Georgia-Pacific Corp., Portland, OR.

RECORD 2,821,514 PERSONS UNDER GI BILL
TRAINING IN 1976, VA SAYS—ALSO REPORTS
NEARLY MILLION WIDOWS GET PENSIONS FROM
NON-MILITARY RELATED DEATHS, WITH SOME
ELIGIBLE CHILDREN OVERLOOKED: Record 2,821,514 persons training under GI Bill in Fiscal Year 1976 represented peak enrollment in 10-year educational assistance



Vincent Marazita,
Boys/Girls Nation
President, See p. 35

program, Veterans Administration says...This was 4.8% increase over previous year when rate of increase over FY 1974 was 14.1%...VA also says nearly million widows and almost 800,000 children of veterans are receiving VA pensions despite fact death of husband or parent was not directly related to military life...Even more may be eligible, VA adds, since child's eligibility is sometimes overlooked by family...Eligible for

pension based on need are widows, widowers and minor children of war veterans who died of nonservice-connected causes...Amount is determined on annual income...VA reminds veterans seeking benefit information that it maintains 960 toll free telephone lines across the country for this purpose...Numbers are usually listed in U.S. Government section of local phone books, or can be obtained from operators.

SEPTEMBER, 1976

Health Alert On After Pennsylvania Tragedy

The tragic wave of death and illness that struck Pennsylvania Legionnaires after their department convention in late July at Philadelphia brought a call from National Commander Harry G. Wiles for the American Legion and the American Legion Auxiliary to mobilize at every level behind national, state and community immunization and health programs if they are deemed necessary.

As medical experts tried to find the cause of the growing tragedy, at least 22 persons involved with the convention had died of an influenza-like lung infection. As this September issue of The American Legion Magazine was going to press, more than 90 persons in Pennsylvania were reported hospitalized with similar symptoms.

Federal health officials said the state Legion tragedy may signal that the disease is even more widespread.

"I join Legionnaires everywhere in extending deepest sympathy to the families of those comrades and sisters who were stricken following the department convention in Philadelphia," Wiles said in a statement.

"I pledge to them that the American Legion and Auxiliary will cooperate in every way with health authorities to

track down the cause of this mysterious disease. I pledge, too, that the American Legion at every level will support fully any immunization or other public health program that results from the Pennsylvania investigation."

Pennsylvania Department Adjutant Edward T. Hoak was credited with first recognizing the developing tragedy. He alerted state health authorities after reports on four Legionnaire deaths.

As The American Legion Magazine went to press with its September issue, the official list of those who had died included:

Ray Brennan, Athens; **Lewis Byerly**, Jeanette; **William Byrd**, Bloomsburg; **Charles Chamberlain**, Chambersburg (Commander-elect of Post 612); **Charles Danishefsky**, McAdoo; **James Dolan**, Williamstown; **Julius Gagganiani**, Republic; **Francis Grove**, Tipton; **Elmer Hafer**, Lewisburg (past District Commander); **Frank Harvey**, McKeesport; **Andrew Hornack**, Monessen; **John Kiley Jr.**, Philadelphia; **John B. Ralph**, Williamstown; **Abe Ruben**, Donora; **Charles Seidel**, Reading; **Mrs. Charles Tucker**, Philadelphia (wife of past District adjutant); **Frank A. Veni**, Clearfield; **Meade Williams**, Edinboro.



Jobs for veterans were emphasized during 9th National Alliance of Businessmen held in Wash., D.C. Here, Gen. Daniel (Chappie) James, North American Defense Command chief, addresses conference as NAB president William Murphy listens. Commerce Department says over 500,000 Americans who served in Vietnam are unemployed and many are handicapped. Unemployed Vietnam veterans represent more than 20% of all unemployed in U.S. between ages 20 and 24.

Legion Nears Congress Goals

A majority of American Legion mandates have been satisfied in the 94th Congress, according to the Legion's Legislative Commission. Action was still pending on other Legion proposals as Congress reconvened after the Republican National Convention. At one time or another, the two sessions of the 94th involved 243 resolutions in the Legion's legislative program.

The Legion has testified on matters dealing with international security; Flag Code; our Nation's intelligence-gathering community; employment of illegal aliens; improved child health services; child immunization programs; control of communicable diseases; veterans employment; home loan program; and several matters dealing with foreign relations.

Also presented to Congress were the Legion's views on national defense, continuation of commissaries, improved merchant marine, opposition to blanket amnesty for draft evaders and deserters, and civil preparedness. Legion officials participated in hearings on veteran benefits, GI education, national ceme-

(Continued on page 32)

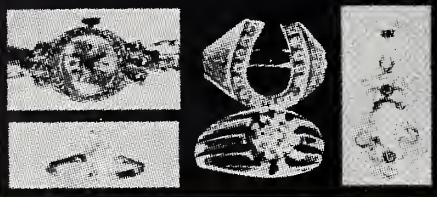
Interior Secretary Kleppe Favors Bell Memorial

The American Legion's Freedom Bell Memorial Project has made good progress down the lengthy government corridors that must be traveled before the bell can become a national memorial to the Bicentennial in Washington, D.C. National Commander Harry G. Wiles was promised careful consideration for the project by Secretary of the Interior Thomas Kleppe, during a summer visit to the Secretary's office. Kleppe is a long-time Legionnaire from Bismarck, ND, and actually contributed to the Freedom Bell's purchase through his local post. During the visit Wiles presented him with miniature of the Bell. In a parallel action, Milton Carptenter, chairman of the Legion's Spirit of '76 Committee, outlined the project to the National Capital Memorial Advisory Committee, which makes recommendations to Interior Secretary.



Sec Kleppe accepts miniature bell

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NEWS

Legislation Introduced To Protect Poppy Sales

Legislation which would exempt the American Legion Auxiliary's Poppy Sales Program from provisions of federal minimum wage regulations has been introduced. If such action is not approved, the wage scale would apply Jan. 1. to hospitalized veterans who volunteer and assemble the poppies.

Rep. Charles Thone (R-NE) introduced a bill which would allow VA patients to continue the program which has been underway over 50 years. Sen. Robert P. Griffin (R-MI) is to introduce similar legislation. He has the support of 29 other Senators. The Legion Legislative Commission has urged National Executive Committeemen, Department Commanders and Department Adjutants to write Congress on behalf of this legislation.

Chess Tournament

The 17th Annual Armed Forces Chess Tournament has been set for September 10-17 at The American Legion's Hall of Flags, Washington, DC. This year's contest will have Bicentennial flavor since chess was popular pastime in Colonies 200 years ago.

Annual Tournament is sponsored by The American Legion, the American Chess Foundation, USO, Department of Defense and U.S. Chess Federation.

Griffith ROTC Award Established



Legion National Commander Harry G. Wiles (center) accepts the Paul H. Griffith ROTC Trophy from Harry K. Stinger (left) and Daniel A. Drew on behalf of friends who sponsored the national trophy in memory of Past National Commander Griffith of PA who later served as Assistant Secretary of Defense. Trophy goes to Department whose post evidenced the greatest support to the Reserve Officers Training Corps and Junior ROTC programs.

Who? What? Where?

Where is the Columbian Liberty Bell? Paul Burzanko, 960 East 79th Street, Cleveland, OH 44103, a Legionnaire, is engaged in one-man crusade to find the bell. He needs help. The bell rang at the Columbian World's Fair in Chicago in 1893. It was scheduled to go on tour after the fair closed but it mysteriously disappeared. An article in National Historical Magazine of the Daughters of the American Revolution in the 1940's revived interest, but had no results. Now, Burzanko is trying again. He gives the following I.D. on bell: It is six feet in height, seven feet in diameter and weighs more than 13,000 pounds, 2,000 more than the original Liberty Bell of Philadelphia. On the sounding bow is inscription: "Proclaim Liberty throughout all the land and unto all the inhabitants thereof."

? ? ?

To help with memoirs, 80-year-old E. H. Myrland, former commanding officer of Prisoner of War Escort Company 87 at Clermont-en-Argonne, France, from Dec. 1918 to May 1919, would like to contact surviving officers and men under his command. Contact him at 1905 Lake Summerset, Davis, IL 61019.

? ? ?

Rev. P. Cassar, of Franciscan Capuchin Friary, P.O. Box 26, Halifax, Queensland, Australia, seeks names of 12-member crew of U.S. plane, Texas Terror, B-24D (41-23825), which crashed on nearby Hichinbrook Mountain in either 1942 or 1943, during storm. The local community erected Memorial Cross on mountain where men died. Father Cassar needs names and photos, as available, for Memorial he is installing in his church.

? ? ?

The British Broadcasting Corp., is preparing four radio documentaries to commemorate the 60th anniversary in 1977 of the third battle of Ypres, and is conducting a search for any U.S. personnel who were in that sector between June and November 1917. While U.S. troops did not arrive in the area until early 1918, there were American Red Cross teams and advance parties there before then, as well as hundreds of Americans serving with the Canadian forces. Anyone qualifying wishes to give his recollections should contact: Lyn Macdonald, 4 Wingate Road, Hammersmith, London, W.6, England.

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- Many landscape architects and nursery men refer to this native tree as the "2 in 1" tree, because of its dual qualities of beauty and speed and you won't have to wait long for shade because we ship these beautiful trees at 3 to 5 feet.
- **ADAPTABILITY** — "The scarlet maple has one of the widest ranges of our native trees, growing from eastern central Canada to Florida, and because of its ease of transplanting it adapts to any type of soil." (From *All About Trees* by E. Johnson.) The one tree experts agree will grow anywhere in the U.S.A.

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| <input type="checkbox"/> 6 RED MAPLES\$ 6.98 | <input type="checkbox"/> 50 RED MAPLES\$48.98 |

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NEWS

(CONTINUED FROM PAGE 29)

teries, and improved hospitalization and medical programs.

Of 143 public laws enacted thus far in the second session, 23 affect Legion programs. Those of primary interest include:

- P.L. 94-206 (H.R. 8069), The FY 1976 appropriations for Labor-HEW, which included funds for veterans employment and unemployment services and children and youth programs.
- P.L. 94-212 (H.R. 9861), providing fiscal 1976 appropriations for DOD;
- P.L. 94-224 (S.J. Res. 154), providing for a White House Conference on the handicapped;
- P.L. 94-237 (S. 2017), the Drug Addiction Treatment Act;
- P.L. 94-246 (H.R. 4034), designating the VA Hospital in Loma Linda, California the "Jerry L. Pettis Memorial Veterans Hospital;"
- P.L. 94-270 (S.J. Res. 101), proclaiming the week in 1976 which includes Thanksgiving Day as "National Family Week;"
- P.L. 94-275 (S.J. Res. 35), proclaiming the second full calendar week of March 1977 as "National Employ the Older Worker Week;"
- P.L. 94-321 (H.R. 10268), pertaining to release of VA medical information;
- P.L. 94-324 (S. 2529), the Veterans Housing Amendment Act of 1976, Increasing maximum VA guarantee for mobile homes from 30 to 50 percent, made permanent the direct home loan revolving fund and for other purposes; and
- P.L. 94-344 (S.J. Res. 49), to revise and recodify the rules and customs pertaining to display of our Nation's flag.

The status of late legislation that involves Legion objectives is:

1. Cost-of-living increases in veterans and survivors service-connected benefits: *Passed House now in Senate.*
2. Cost-of-living increases and other improvements in the nonservice-connected disability and death pension programs: *Senate considering House version.*
3. Cost-of-living increases in GI education allowances and other improvements in the program including amendments designed to reduce abuses of the program: *No action yet.*
4. Legislation to discontinue prospectively the existing GI bill for veterans who voluntarily enter

upon active duty in the peacetime Armed Forces: *Passed House in 1975—Consideration underway in Senate.*

5. An improved VA per diem formula to state veterans homes, hospitals, and domiciliaries: *In joint conference.*
6. Improvements in the VA medical and hospital program, including the home town nursing care program, and pay structure for professional medical personnel: *House hearings scheduled.*
7. Continued development of the national cemetery program: *No hearing yet.*
8. Eligibility to VA grant for automobile and adaptive equipment for certain veterans of World War I: *Included with No. 1.*
9. Improved veterans employment services including the establishment in the Department of Labor of an "Office of Veterans Employment Services" headed by an Assistant: *Hearings scheduled.*
10. Legislation to exempt assemblage of memorial poppies by VA patients from consideration of minimum wage regulations under the Fair Labor Standard Act: *Bill pending.*
11. Legislation to permanently display The American Legion's "Freedom Bell" in the environs of the Nation's Capital: *Hearings scheduled.*
12. All appropriations measures providing fiscal 1977 funds for those Federal programs the Legion supports: *All under consideration.*

"Cap" Olson Dies at 76

Clarence H. "Cap" Olson, 76, who served as Legion National Legislative Director from 1962 to 1965 died in Wash., D.C. He was Legion member since 1919.

NEW POSTS

The following new posts were recently chartered by The American Legion:

Lee E. Doyal Post No. 159, **Piedra, CA**; Key Largo Memorial Post No. 333, **Key Largo, FL**; Billy Gene Kannell Post No. 630, **Poplar Bluff, MO**; Amelia Bicentennial Post No. 1976, **Amelia, TX**; Windcrest Post 612, **San Antonio, TX**; Terlingue Post 653, **Study Butte, TX**; Johnson and Thompson Post No. 109, **Front Royal, VA**; and N. Kenneth Nelson Post No. 110, **La Conner, WA**.

Your American Legion!
It's great to know you belong!

POSTS IN ACTION

Cleburne, Texas, Post 50 completed a park memorial with an Eternal Flame, giving over \$2,000 to the project. Past Cmdr Milton Stewart and 6th District Cmdr Robert Long presided at the dedi-



An Eternal Flame for a Texas town.

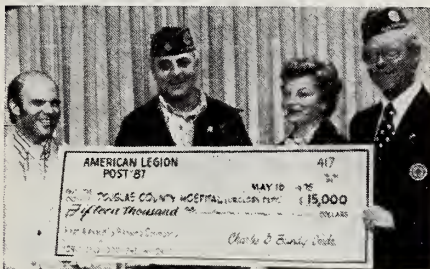
cation. Shown in the photo, igniting the Eternal Flame, are, from left: PCMDr Charles Flatt, Paul Banton and Fay Burton.

Post 200, Black River Falls, WI, joined local Chamber of Commerce and other civic groups in preparing and financing two brochures. One describes "Ski Touring and Back-Packing," while other covers educational and cultural information for vacationers in the Black River Falls area.

In an effort to stimulate active interest, Post 112, Elk River, Minn., is reproducing service shoulder patches, oil painted, 9" x 17", to be displayed around the interior of the post home. The post is having difficulty securing pictures of patches to copy from, and would appreciate assistance from anyone.

Post 42, Towanda, Pa., gave \$1,500 to the Top Hats Color Guard, composed of girls of ages 13 to 19, for uniforms and equipment.

Douglas County Hospital administrator Jerry Crest, left, poses with mockup of check for \$15,000 donated to hospital by Post 87, Alexandria, MN, for urology equipment. Others shown are Jerry



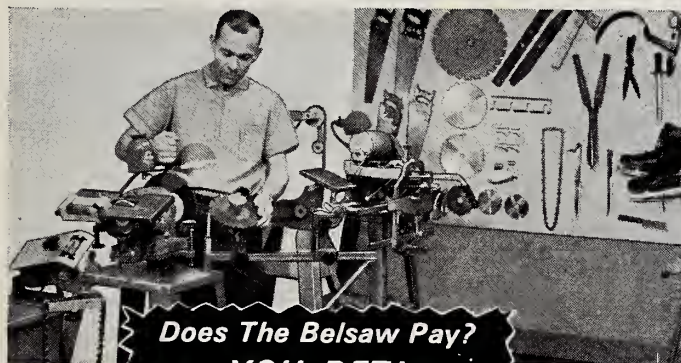
VanKempen, incoming post officer; Edith Kelly, county commissioner, and Charles G. Bundy, right, post commander.

Bicentennial Display



Exhibit of 21 historic documents is examined by George C. Burns, chairman of Greater Flushing Bicentennial Coordinating Committee, and PC Warren Low, Post 422, Flushing, N.Y. Sponsored by Post and Committee, exhibit will be on public display in area banks and commercial establishments throughout 1976.

Post 1, Tulsa, Okla., formed a non-profit corporation, The Spirit of '76, Ltd, as part of its Bicentennial Celebration. Certificates were issued for \$4 each, printed with the slogan, "Take stock in the Bicentennial." The certificate depicts the Spirit of American scenes and was made possible through the cooperation and contribution of DeLuxe Check Printers, Inc., and Tulsa



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V. O. Miller Hubert, North Carolina 28539

■ "I was disabled by an accident while employed as an iron worker. They declared me 100% disabled and said I'd never work again. I don't think I could work for anyone else but I started my sharpening business part-time and now it's turned into a full-time job with more work than I can do."

Rex Stage Tampa, Florida 33614

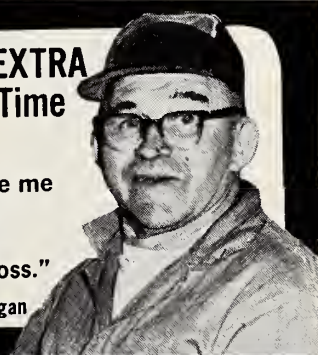
■ "I had dreamed of retiring for years, but was afraid to quit my salaried job. I had never used this type of equipment, but the SHARP-ALL was real easy to learn. I sharpened 30 blades my first week — without advertising at all. Now, for the first time in my life, I can say that I am content."

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NEWS

Litho Co. Pictured are Frank Capps, left, vice president of Riverside National Bank in Jenks, Okla., receiving a certificate from Gus Argodale.



Post 1, Okla., forms Spirit of '76 Corp.

Princess Catherine Caradja, of Romania, receives "Citation For Meritorius Service" from David Horton, commander of the American Legion Department of Nevada. During World War II she helped American flyers shot



down over Romanian oilfields. After Romania was invaded she escaped and fled to U.S. where she has spent 20 years speaking on communist oppression.

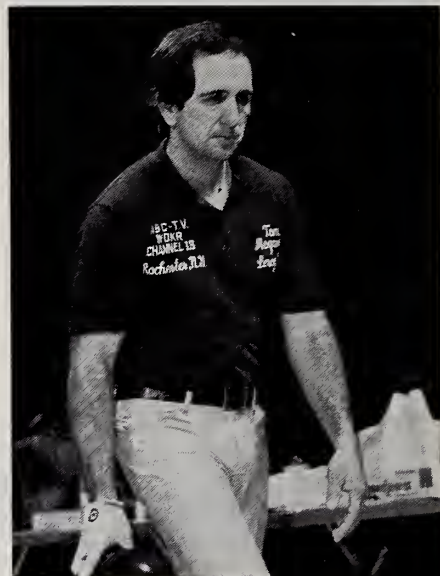
George S. Quimby, left, receives plaque from Jerry Polebitski on behalf of Post 6, Stevens Point, WI. A life member and Legion member for 58 years, Quimby was honored for being chief



organizer of Post's Firing Squad over 25 years ago. Since then he has not missed one Firing Squad ceremonial function. He serves as unit's secretary-treasurer.

Marathon Bowling Record Set By NY Legionnaire

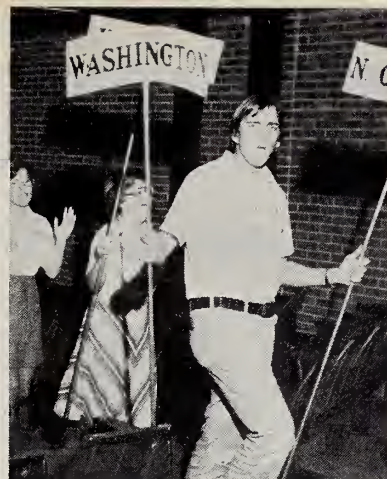
Legionnaire Thomas E. Mogavero, of Post 576, Le Roy, NY, has broken his former world record for continuous bowling by completing 861 games in 130 hours and 50 minutes. His old record of 124 hours is listed in 1976 edition of "Guinness Book of World Records." New record will be listed in



1977 edition. Mogavero's first record was established at Legion bowling alleys in Le Roy. Latest record was made on live television in Rochester, NY. The 30-year-old construction worker knocked down 121,822 pins, made 1,546 strikes, 3,341 spares and had high game of 220. During original marathon record he bowled a 300 game.



Mrs. Estelle Lovette, past Louisiana Department president, American Legion Auxiliary, and VAVS representative, received award for 5,000 hours of service to hospitalized veterans at Veterans Administration Hospital, Alexandria, LA. Walter Armstrong, hospital director, makes presentation.



BOYS/GIRLS NATION

"Federalist" Vincent Marazita, a 17-year-old high school senior from Lansing, MI, was elected president of this year's joint Boys/Girls Nation held at American University, Wash., D.C. He defeated "Nationalist" Jermarr C. Arnold, another 17-year old senior from Liberal City, KS, by a 160-131 vote.

Elected as party's vice president was Dale Reneau, Jr., a 17-year-old senior from Midwest City, OK. Marazita's victory won him a trip to The American Legion/Auxiliary national convention in Seattle, Wash.

Normally, separate week-long programs for Boys Nation and Girls Nation are held annually under auspices of The American Legion and Auxiliary, respectively. For Bicentennial Year, programs were combined into 18-day session with 147 boys and 150 girls attending. Each was selected a "senator" or "representative" in state contests to serve as national delegates.

During Washington stay, delegates organized committees, held caucuses, debated and acted on bills in mock Congress. They held party conventions, prepared platforms and elected candidates under the two-party system. Winning candidate made appointments to top judicial and executive branches of federal government.

Clockwise, from upper left, Indiana delegates escort Sen. Birch Bayh (D-IN) to podium; Kevin McDonough (RI) delegate carries banners; happy delegate registers; Islee S. Oliva (FL) delegate unpacks; presidential candidate Jermarr Arnold (KS), left, listens as Jacquie Hill (AR), center, campaigns; pretty delegates refresh at fountain; and John Visty (NE) delegate tests his dormitory bed.

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LEGIONNAIRE OF THE MONTH

'Kayo Kid' Sweeney Serving Legion, Veterans at Age 76

Giving a helping hand to others has been the main avocation for "Kayo Kid" Sweeney for at least 61 of his 76 years. Early in life he offered both hands to Jack Dempsey when he was the world's heavyweight boxing champion—as his sparring partner. Today, Mike Sweeney helps hundreds of veterans—as service officer for Legion Post 121, East Liverpool, Ohio.

Sweeney's assistance to veterans has spanned 43 years. His pugilistic career began as a 15-year-old when he made his first ring appearance at the Glencoe Athletic Club in the Bronx, New York City. He left the ring in 1928 but served as a referee for many years thereafter.

Mike's real name is Matthew J. Sweeney but early in his fighting experiences he was dubbed "Kayo Kid" Sweeney. He fought some 150 bouts as an amateur and professional. Included were those as member of the American Expeditionary Force in France during World War I.

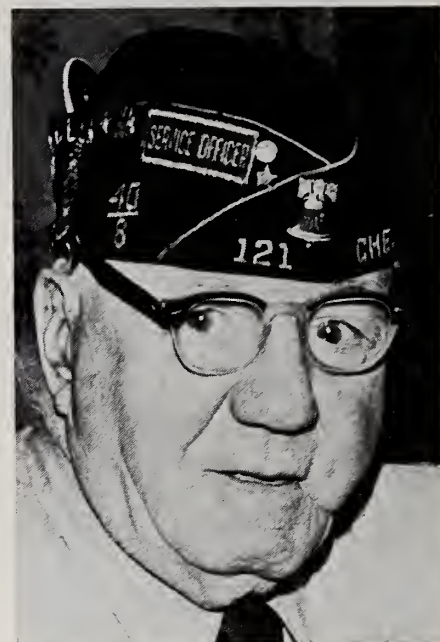
Mike's association with Dempsey began early in the 1920s when he was hired as his sparring partner to provide the champ with experience fighting against speed. Sweeney's fighting weight was only 140. Dempsey won the world title from Jess Willard in 1919 and lost it to Gene Tunney in 1926.

Sweeney was attending high school in New York City when the U.S. entered World War I. Only 16, he stretched his age two years to enlist in the Army only a week after war was declared. He was assigned to the famous "Fighting 69th," the 69th Regiment of the New York National Guard, which was later assimilated into the 42nd (Rainbow) Infantry Division. Mike was wounded at St. Mihiel and invalided to camp near Liverpool, England.

Sweeney moved to Chester, Ohio in 1929 going to work for a tin plate manufacturing company. When that plant closed, he and others were given permission to convert part of the building into a Legion post and athletic club.

In 1932, Sweeney moved across the river to East Liverpool, Ohio. Over the years he has worked as service officer, both for the Leigon and the VFW. Now with Post 121, he works primarily with the VA Hospital at Oakland, a suburb of Pittsburgh, PA.

Besides helping veterans and fighters, Sweeney has served as a poll worker



Mike Sweeney

and as precinct committeeman for many years.

Every morning the 76-year old veteran hangs out the American Flag from his front porch in proud tribute to his native land.

OUTFIT REUNIONS

Reunion will be held in month indicated. For particulars write person whose address is given.

Notices accepted on official forms only. For form send stamped, addressed return envelope to O. R. Form, American Legion Magazine, 1608 K St. N.W., Washington, D.C. 20006. Notices should be received at least five months before scheduled reunion. No written letter necessary to get form.

Earliest submission favored when volume of requests is too great to print all.

ARMY

2nd Div (Indianhead FL Branch)—(Nov) Sal Distefano, 5926 3rd Ave. N., St. Petersburg, FL 33710
6th Ranger Bn—(Oct) Leopoldo Bakit, Sr., Dalandanan, Valenzuela, Bulacan 2627, Philippines
11th Eng (WW1)—(Nov) Gus Grossmann, 35 Oak Ave., Tenafly, NJ 07670
13th Inf Co L—(Nov) G. C. Rimer, PO Box 3393, Concord, NC 28025
51st Major Port Mobile—(Nov) Carl Jacobson, Box 3, Brawley, CA 92227
64th Gen Hosp (WW2)—(Oct) Joseph Oberlin, 305 W. Beacon Ave., New London, WI 54961
96th C. A. Bat G—(Nov) John Donkersloot, 300 Clinton Ave., Clifton, NJ 07011
99th Inf Bn—(Oct) Harold Hanson, 302 30th Ave N., Fargo, ND 58102
106th Fld Art'y (WW1 & 2)—(Oct) Donald Barnes, 19 Deborah Ln., Cheektowaga, NY 14225
124th Cav—(Oct) Byron Sadler, 11642 Memorial Dr., Houston, TX 77024
143rd Inf Co C (WW1)—(Nov) Milam Stewart, 1475 Cartwright, Beaumont, TX 77701
158th Fld Hosp (WW1)—(Nov) Conrad Baker, 1937 Park Ave., San Jose, CA 95126
213th CA AA (WW2)—(Nov) Nick Romano, 113 E. Mall Plaza, Carnegie, PA 15106
361st Spec Ser Reg—(Oct) John Zirafi, 92 Morris Ave., Girard, OH 44420
399th ASF Army Band—(Oct) Dana Harris, Unit Historian, 399th Army Band, Ft.

Leonard Wood, MO 65473
 450th Eng Co—(Oct) R. H. Hines, PO Box 860, Dublin, VA 24084
 519th Ord H.M.—(Oct) Richard Montague, 1251 Briercliff Rd., Bridgeport, WV 26330
 574th AAA AW Bn—(Nov) Wm. Diehl, 146 Vernon Ave., Yonkers, NY 10704
 610th O.B.A.M. Bn—(Oct) John Volpano, 924 Beechwood Ave., Waukesha, WI 53186
 687th Eng Base Quip Co—(Oct) Wm. Price, 547 S. Lawrence St., Montgomery, AL 36104
 745th Tank Bn—(Oct) A. G. Spencer, PO Box 206, Marseilles, IL 61341
 756th Rwy Shop Bn—(Nov) A. M. Petrogallo, 415 S. Rogers St., Aberdeen, MD 21001
 822nd MP Co—(Nov) Harold Dixon, RT#1, Box 302 A, Calhoun Faus, SC 29628
 830th Eng Avia Bn—(Oct) Lawrence Hill, 244 N. 15th Ave., Beech Grove, IN 46107
 854th Eng Avia Bn—(Sept) James E. Bethell, 6805 Galax Ct., Springfield, VA 22151
 859th H.A.M. Co—(Oct) Bernard Zapora, 1611 Mammoth Rd, Manchester, NH 03104
 977th F.A. Bn—(Oct) Mel Guerra, 260 Allen St., East Longmeadow, MA 01028
 4146th QM Corps—(Oct) Robert Mertz, 483 Seventh St., Sharpville, PA 16150
 Tibbets Cadets, Troy, NY—(Oct) Joseph Dwyer, 48 Fifth Ave., Troy, NY 12180
 Washington Coast Art'y (WW1)—(Nov) Floyd Oles, 1018 S. 60th St., Tacoma, WA 98408

NAVY

6th N.C.B.—(Oct) James Trainer, 510 Locust Box J, Cuba, MO 65453
 23rd N.C.B.—(Oct) Frank Hasser, 807 Forest Dr., Myrtle Beach, SC 29577
 30th N.C.B.—(Oct) Patrick Burke, Jr., 14368 Saguaro Place, Centerville, VA 22020
 LST 924—(Oct) Virgil Pugh, 3420 W. North St., Indianapolis, IN 46222
 Coast Guard Spars (WW2)—(Oct) Lorraine Tedesco, 7516 Vanderkleet Ave., New Orleans, LA 70127
 USS Charleston (PG 51)—(Nov) Leon Davis, c/o Varo, 125 S. Main, Muskogee, OK 74401
 USS Gilmer (29th & 32nd Div) (WW2)—(Oct) Donald Hardel, 17455 Echo Ln., Brookfield, WI 53005
 USS Guest (DD 472)—(Oct) A. J. Krecek, 1709 Edgewater Dr., Edgewater, FL 32032
 USS Joseph T. Dickman (APA 13)—(Oct) Bill Simone, 7152 Edmund St., Philadelphia, PA 19135
 USS Redfin (SS 272)—(Dec) A. C. Hansen, PO Box 19444, Las Vegas, NV 89119
 USS Sapphire (PYC 2)—(Nov) Clarence Ackermann, 9315 S. 52nd Ave., Oak Lawn, IL 60453
 USS Spencer (CG) (WW2)—(Oct) Albert Solberg, 140 Thole St., Norfolk, VA 23505
 USS Tillman (DD 641)—(Nov) Pete Macaluso, 885 Oregon Ave., Akron, OH 44314
 USS Yorktown (CV 10, Bomb Sqd) (WW2)—(Oct) Eugene Herkins, 14162 Riata St., Westminster, CA 92683

AIR

346th Ftr Sqd 350 Gp—(Oct) Leo Fiyalko, 3920 Central Ave., St. Petersburg, FL 33711
 351st Bmb Gp H—(Oct) 351st BG Reunion Services, Box 1304, Hallandale, FL 33009
 407th, 415th, 431st, 434th RCAF Sqds (WW2)—(Oct) George Sutherland, 30 Edith Dr., #1201, Toronto 12, Ontario M4R1Y8
 437th TP Carrier Gp—(Oct) Robert Maycan, PO Box 243, Greenacres City, FL 33463
 482nd Bmb Gp Sta 102 (WW2)—(Oct) Dennis Scanlan, Jr., 200 West Plato Blvd., St Paul, MN 55107
 687th Sig Air Warn—(Dec) Robert Reiss, 51 Central Parkway, Huntington, NY 11743
 868th Bmb Sqdn H—(Nov) Vince Splane, 3236 W. Broward Blvd., Ft. Lauderdale, FL 33312
 Ft. Pepperell, Newfoundland—(Oct) Gary Patterson, RD 3, 1108 Northampton Blvd., Toms River, NJ 08753

MISCELLANEOUS

AM Battleship Asso.—(Dec) David Graham, PO Box 11247, San Diego, CA 92111
 Pearl Harbor Attack Vets—(Dec) Frank Holler, 66 Florence St., Newington, CT 06111
 Pearl Harbor Survivors—(Dec) James Tracy, PO Box 9212, Long Beach, CA 90810
 Philippine Liberators (WW2)—(Oct) Edmund Biggs, 213 Wayside Dr., Plainfield, IN 46168

COMRADES IN DISTRESS

Readers who can help these veterans are urged to do so. Usually a statement is needed in support of a VA claim.
 Notices are run only at the request of American Legion Service Officers representing claimants, using Search For Witness Forms available only from State Legion Service Officers.

1st Airborn Bat Gp, 187th Inf Co A (Gabilingen, Germany)—Need information from any comrade who recalls Leopold Henaire

when a truck motor backfired leaving him deaf. Please contact "CID 340, The American Legion Magazine, 1608 "K" St., N.W., Washington, DC 20006."

629th Tnk Dest Bat Co B, France (WW2)—Need information from anyone recalling Bennie Cecil Appleton entered a hospital with injuries to back and leg. Please contact "CID 341, The American Legion Magazine, 1608 "K" St., N.W., Washington, DC 20006."

12th Arm'd Inf Bn (1959)—Need to hear from anyone recalling David Mackey stationed at Ft. Hood, TX, injured his back while on KP duty. Please contact "CID 342, The American Legion Magazine, 1608 "K" St., N.W., Washington, DC 20006."

USS Fletcher (DD 445) (WW2)—Need information from comrades recalling William Skrzybiec being treated for a severe case of diarrhea. Please contact "CID 343, The American Legion Magazine, 1608 "K" St., N.W., Washington, DC 20006."

7th Eng Bn USMC, Honor Plat 425, Cp Pendleton, CA 1950—Need to hear from anyone recalling Richard Henry Warren received a condition of enuresis while stationed in CA. Please contact "CID #334, The American Legion Magazine, 1608 "K" St., N.W., Washington, DC 20006."

31st ETEN ASFTC Co C—Need to hear from any comrades who recall Gordon P. Mineau received an injury to his left foot and hip during training at Ft. Leonardwood, MO. Please contact "CID #335, The American Legion Magazine, 1608 "K" St., N.W., Washington, DC 20006."

Camp White, OR 1944—Need to hear from any comrades who recall WAC Marjorie M. Maples (Kayle) suffered a heart attack while stationed at Camp White. Please contact "CID #336, The American Legion Magazine, 1608 "K" St., N.W., Washington, DC 20006."

BTC #10 Greensboro, NC—Need information from 1st Lt. MC, Major MC, or comrades who recall Simeon W. Baken while stationed at Station Hosp. Det. of Bnts. Please contact "CID #337, The American Legion Magazine, 1608 "K" St., N.W., Washington, DC 20006."

LIFE MEMBERSHIPS

The award of a life membership to a Legionnaire by a Post is a testimonial by those who know best that such a member has served The American Legion well.

Below are listed some of the previously unpublished life membership Post awards that have been reported to the editors. They are arranged by States or Departments.

Sigurd Valin (1976) Post 1, Phoenix, AR
 Harold Wallace, Clarence Wickenden (both 1973) Mitchell Overton (1974) James Skocpol, Robert Bowles (both 1975) Clair Sweeney (1976) Post 31, Salinas, CA
 Lee Jennings, Daryl Johnson (both 1976) Post 741, Camarillo, CA
 Winthrop Smith (1973) John Elito (1976) Post 34, Milford, CT
 Raymond Deno (1976) Post 3, Heidelberg, Germany

John Klarner, John Johnson (both 1976) Post 46, Wilmette, IL
 Andrew Blaida, Raymond Fiene (both 1976) Post 80, Downers Grove, IL
 Henry Lauridsen, Chester Miller, Charles Minkler, Charles Prestien, Harlan Richards, Edward Schoebel (all 1976) Post 728, Chicago, IL
 Leonard Jorgensen (1975) Post 386, Oaktown, IN
 S. H. Hayward, Herbert Jenkins, Charles Matherly, Arnold Nichols, Gilbert Nichols, Charles Noel, Sr. (all 1976) Post 52, Harrodsburg, KY
 Leon Coucure, Wm. Murray, Ernest Vitale (all 1976) Post 108, Cheshire, MD
 Henry Bradley, John Duran, John D'Donnell, Sr. (all 1976) Post 114, Milton, MA
 John Ncnol, Wm. Porter, Felix Samel, Herbert Beckwith (all 1976) Post 216, Milford, MI
 Donald Gray (1976) Post 9, Winona, MN
 Lee Krough (1976) Post 37, St. Peter, MN
 Dean Schultz (1975) Paul Halverson (1976) Post 104, Litchfield, MN
 George Smith, Frank Theros, James Thompson, George Villas (all 1976) Post 129, Minneapolis, MN
 Thomas Prendergast (1970) Earl Cunningham, (1966) Clyde Bolton, George Cheneau, Daniel Deckleman (all 1975) Post 51, N. Las Vegas, NV
 Thomas Brown (1976) Post 186, Hammon-ton, NJ
 Joseph Rybak, Herbert Muth (both 1976) Post 328, Clark, NJ
 Wm. Kisner (1976) Post 455, New Egypt, NJ
 Reinhard Welker (1976) Post 79, Massena, NY

Robert Osborne (1976) Post 230, Sherrill, NY
 Albert Beaulne, Samuel Brisson (both 1976) Post 476, Cohoes, NY
 Bill Maxwell (1969) Paul Laurent, John Shepardson (both 1971) George Englert (1970) Wm. Witzel (1964) Anthony Langsdorf, Milton Turk (both 1963) Post 1120, Lindenhurst, NY
 Paul D'Ermilio, Nichols D'Ermilio (both 1976) Post 1544, Staten Island, NY
 Edward West (1976) Post 1627, Ashokan, NY
 George McCulloch, Bryan Mohn (both 1952) Erwin Mears (1969) Kenneth Miller (1969) Lee Myers, Jr. (1959) Richard Myers (1976) Post 223, Shippensburg, PA
 Allard Davids, Andrew Zupon (both 1976) Post 640, Turtle Creek, PA
 Hammond Fowler (1976) Post 50, Rockwood, TN

John Stock, Wm. Ryan, Royce Whipple, Albert White, Julian LaPlant, (all 1975) Post 26, W. Lebanon, VT

Life Memberships are accepted for publication only on an official form, which we provide. Reports received only from Commander, Adjutant or Finance Officer of Post which awarded the life membership.

They may get form by sending stamped, self-addressed return envelope to:

"L.M. Form, American Legion Magazine, 1608 K St., N.W., Washington, D.C. 20006."

On a corner of the return envelope write the number of names you wish to report.

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NOTES ON OUR DESK

Panama Canal treaties; however, 39 senators are on record as opposing any dilution of U.S. control over the waterway. They are: Thurmond, Allen, Bartlett, Beall, Buckley, Burdick, H. F. Byrd, R. C. Byrd, Cannon, Curtis, Dole, Domenici, Eastland, Fannin, Fong, Ford, Garn, Goldwater, Hansen, Hartke, Helms, Hollings, Hruska, Johnston, Laxalt, Long, McClellan, McClure, McIntyre, Montoya, Morgan, Nunn, Randolph, W. L. Scott, Stone, Symington, Talmadge, Tower, Young.

SIRS: In "Korea Revisited" (April) I was disappointed that you did not mention the 24th Infantry Division, the first U.S. Army division committed to Korea, July 1, 1950. We set the defense line at Taegu where Maj. Gen. William F. Dean was captured.

HOWARD J. CULLINS
N. Little Rock, AR

SIR: I am distressed that the American Legion Magazine would suggest (Annapolis: Bicentennial Landmark, March) that some historians persist in exploring the argument that John Hanson, president of the Continental

Congress, might be regarded as the first President of the United States. The National Archives and all other major historical sources have long since agreed that Gen. George Washington's position as first President and "father of our country" cannot be challenged.

CHARLES HAVLENA
Cedar Rapids, IA

Editor's note: The Hanson argument is a historical oddity. John Hanson was a distinguished American, but the American Legion Magazine agrees with Mr. Havlena that, indeed, George Washington was the first President of the United States and the father of our country.

SIR: My father had a dry goods store in Colchester, CT, when Nellie Bly made her trip around the world. He sold Nellie Bly caps, hard-top plaid caps with green peaks. When I started school I always wore one. The June issue was the first time I heard the whole story of her trip.

BENJAMIN LUNTZ
Hartford, CT

SIR: The article about Nellie Bly (June) is one of the best you have ever printed.

V. C. REED
Hannibal, MO

SIRS: It is misleading to say more than 50 per cent of the defense budget goes for pay and benefits (What Has Happened To Our Will To Resist?—April). Personnel costs amount to 53 per cent of the 1976 defense program. However, 17 per cent is for civilian salaries. Eight per cent is for retired pay. This leaves active duty military personnel costs at 28 per cent.

WILLIAM H. ALTERNHOFEN
Richfield, MN

SIR: I enjoyed Commander Wiles' message on the Panama Canal (June). I sincerely hope he will keep the pressure on.

GEORGE MURPHY
FORMER U.S. SENATOR
Washington, DC

SIR: In your June issue you said Carpenter's Hall in Philadelphia was the home of the Master Carpenters of Philadelphia. It is their home. Founded in 1724, the Carpenters Company of the City and County of Philadelphia still owns, uses and maintains the building.

DAVID M. HUNT
Narberth, PA

SIR: We of Post 307, North Hollywood, CA, are delighted to report that several American Legion posts in various parts of the country used our "We the dead . . ." Memorial Day testament that was printed in the May issue of The American Legion Magazine, in May 31 ceremonies as far away as Pennsylvania and Connecticut.

CHARLES V. SAMSEL
North Hollywood, CA

Editor's note: Mr. Samsel was the author of the Post 307 testament.

SIR: I am 100 percent disabled, but the VA has ruled this is not due to injuries or sickness while serving my country. It is my contention that any veteran who has served his country should have the privilege of making purchases at any military commissary.

WILSON A. VEINOTTE
Cape Coral, FL

SIR: I disagree with General Westmoreland's statement (May) that politicians, not the military, lost the Vietnam war. The politicians didn't lose anything. They won the war they were fighting against the administration, the CIA, the FBI, the military.

WILLIAM J. DOWD
Madison, CT

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BOOKS THAT MATTER

The GIs, by Norman Longmate. Charles Scribner's Sons, New York, NY. 416 pp. \$12.50.

This book should bring back wondrous nostalgia for the more than 2 million Americans who served at one time or another between 1942 and 1945 in the British Isles during World War II. Norman Longmate has fashioned a thoroughly interesting, factual and detailed account of the American GI in Britain, of British families who entertained GIs in their homes, of British girls who were entertained by the GIs and of the GI brides.

The GIs will be the basis for a major British television series, soon to go into production.

—Frank Kuest

The Sword and the Pen, prepared by Sir Basil Liddell Hart and edited by Adrian Liddell Hart. Thomas Y. Crowell Company, New York, NY. 282 pp. \$10.95.

The conflict between the sword and the pen has been a recurrent theme in the history of war. War leaders and generals and the rank and file have attacked treasonable critics and armchair strategists. Writers, in turn, have attacked stupid and bloodthirsty soldiers. Napoleon observed that "four hostile newspapers were more to be feared than a thousand bayonets." Throughout history, generals have tried to enhance their reputations by the use of their pens, while historians have sometimes lied in fear of the sword. This book is an exploration not only into war but into the minds and nature of those who have engaged in it with both tools. In this book, the reader will find the thoughts and strategies of such historic figures as Caesar, Machiavelli, Cromwell, Clausewitz, Lincoln, Tolstoy, Lenin, Churchill, MacArthur, de Gaulle and Mao Tse-tung.

—Frank Kuest

Free & Independent, by Frank Smallwood. The Stephen Greene Press, Brattleboro, VT., 226 pp., \$10.50.

Anyone who's ever considered becoming a candidate for office will find this personal account of the author's two years as a State Senator in Vermont an interesting, helpful primer, full of admiration for the stamina and commitment of our public servants.

—Grail Hanford



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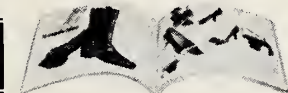
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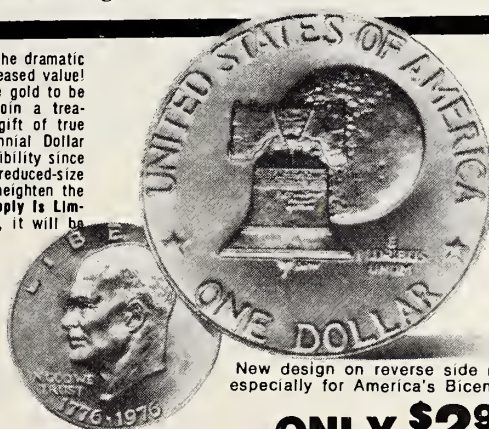
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CONTINUED FROM PAGE 10

PROJECT INVEST

After discussions with her employers, she began working full time and taking course work at night. Her first insurance course after "Project INVEST" was on homeowner's insurance—paid for in full by her employers.

By February, 1972, Alicia was named personal insurance lines assistant and received a \$25 a week raise. Six months later, she was promoted, taking over the management of personal lines—with another raise. A year later, she shifted to commercial insurance line with another raise. Today Alicia is No. 2 in the commercial lines department at the insurance agency where she is employed. Asked if she would leave her job to pursue college full time, Alicia replied, "Oh, no! I like my job too much. But I do have aspirations to get my solicitor's license."

Donna McPherson was considered a leader in the Thomas Jefferson High School INVEST program in Dallas. When she graduated in May, 1975, she got a job in the personal lines department of a local insurance agency. Today, Donna is doing auto rating, fire and homeowner's insurance. The company is sending her to rating school.

Betsy Book, the INVEST teacher-coordinator in Dallas, says the rate of employment for INVEST graduates seeking work is very high, with each student having "four or five" interviews.

Since it began in 1969, Project INVEST has expanded to 17 states and is currently offered in more than 60 schools, including three community or junior colleges. Wisconsin has instituted INVEST statewide.

The program was started in Wisconsin by Dr. Donald Zahn, a consultant in business and office education to the State Department of Public Instruction. Together with Paul Mast, executive secretary of the Independent Insurance Agents of Wisconsin, and Robert Jartz of the association, he launched a pilot program at four schools during the 1974-75 school year. An additional 25 schools are to be added to the program during the 1976-77 school year.

Charlene Geier, a Project INVEST instructor at Greenfield High School, says, "students become more businesslike in their attitudes; very much more interested in how to dress appropriately in the office. They really learn how a business operates as far as work flow is concerned; they learn the impor-

tance of accuracy and what it means to run a business.

"Students set up their own books and go through the various positions, spending time at each in order to grasp all aspects of the work flow simulations. The students learn how to operate business machines and to type and file by being exposed to as many different job positions as possible. INVEST is a flexible program which provides the opportunity for expansion, depth and variety. Each teacher can take it as far as she wants to. This year I have added four new positions and am adding three new ones next year."

Last year, 11 of the 16 INVEST students at Greenfield went into the insurance industry.

A recent survey, at the Project INVEST Long Beach Regional Occupational Center/Program at Lakewood, CA, revealed that, since INVEST opened its doors there in 1973, some 143 students have taken the program, of whom 43 are currently employed full-time in insurance agencies; 46 went to work part-time and to college part time; 40 went on to college full-time; 14 went into the armed forces, married, didn't work or traveled.

In the Miami, FL, area every INVEST graduate has been placed on a job. More are needed. One of the participating schools in the Miami area is in the heart of the Cuban community. Here, the program is handled bi-lingually.

Although INVEST uses, as a vehicle, the auto insurance business, the training in business practices allows the student to enter different fields. Gary Schmidt graduated from Hollywood High last June and got a job with a company specializing in workmen's compensation. Gary figured audits. His outstanding record has already prompted his employer to promote him.

In a typical classroom, students are screened for grades, attitudes, knowledge of typing, math aptitude and attendance. Those qualified then attend class for two hours a day for the entire school year.

Although the program is still in its infancy, Project INVEST has shown great promise. Students who have gone to college retain the skills they acquired. Those who have chosen to enter the business world have qualified for higher salaries, opportunities for promotion and have enjoyed greater job satisfaction.

Editor's Note: M. Jay Wana-maker is president of the Independent Insurance Agents of America.

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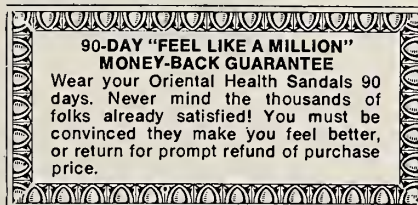
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Jefferson's Charlottesville

my days will end—at Monticello," he told friends and colleagues.

The 35-room mansion is one of the nation's architectural masterpieces, yet it was almost lost to posterity.

Jefferson was virtually without funds when he died on July 4, 1826. Monticello's furnishings were sold at auction and the mansion was purchased in 1832 by Commodore Uriah Philips Levy, a remarkable Jewish naval officer who ran away at ten to become a cabin boy, survived a mutiny on a merchant ship, capture by the British in the War of 1812 and who ultimately waged a successful campaign in the halls of Congress to outlaw flogging on American warships. (The Commodore Levy Chapel at the Norfolk, VA, Naval Base is named for him.)

Levy lived at Monticello until his death in 1862, when his relatives were startled to learn that he had willed his money to President Abraham Lincoln "to help humanity live better lives," and Monticello to the American people as a school for the orphaned children of naval officers.

Congress, beset by the problems of the Civil War, declined the gift. The mansion fell into disrepair as Levy's relatives quarreled over the property. In 1881, an heir named Jefferson Monroe Levy became sole owner and began the first of a series of restoration efforts.

Jefferson Levy, a New York financier, sold the estate to the Thomas Jefferson Memorial Foundation in 1926 for \$500,000. Part of the money was raised in a Jefferson's Birthday campaign with pennies from the nation's school-children.

The restoration of Monticello got belated help from Congress under pressure from President Franklin D. Roosevelt, a great admirer of Jefferson. Roosevelt also persuaded Congress to build the Jefferson Memorial in Washington.

Jefferson is buried at Monticello. His family honored his wish that his tombstone make no reference to his 1801-1809 presidency. Its legend says "*Here was buried Thomas Jefferson, author of the Declaration of Independence, of the statute of Virginia for religious freedom and Father of the University of Virginia.*"

That's exactly what Mr. Jefferson wanted it to say. —G. M. Lowe



Solomons Salute Bicentennial

The Solomon Islands, where the U.S. Armed Forces turned the tide of the Pacific war against the Japanese, have marked the American Bicentennial with a stamp issue of special interest to veterans.

During World War II, American Marines, soldiers, sailors and airmen broke the chain of enemy island conquests in bitter fighting on Guadalcanal. The Americans were aided by an Australian coast-watching network supplying vital information about enemy movements and positions.

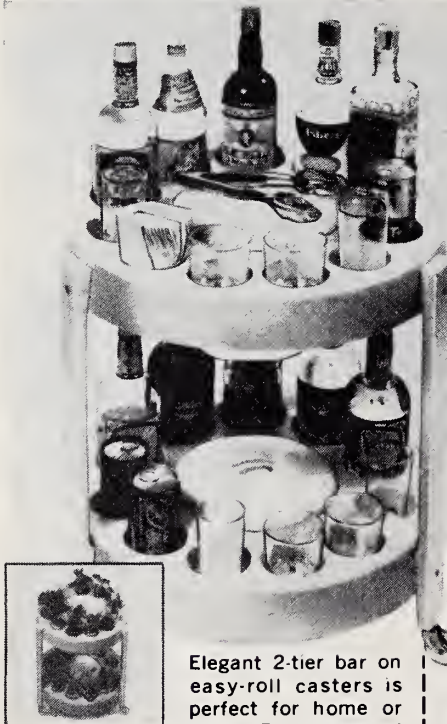
The four Solomon Islands stamps, issued through the British Post Office, depict four stages on Guadalcanal:

6 cent — A coast watching scene during World War II.

20 cent — A Japanese warship ramming PT-109, with a portrait of John F. Kennedy, who skippered the torpedo boat.

35 cent — Henderson field, the air strip that ultimately gave the United States dominance in the skies over Guadalcanal.

45 cent — Landing of American forces on the northeast coast of Guadalcanal.



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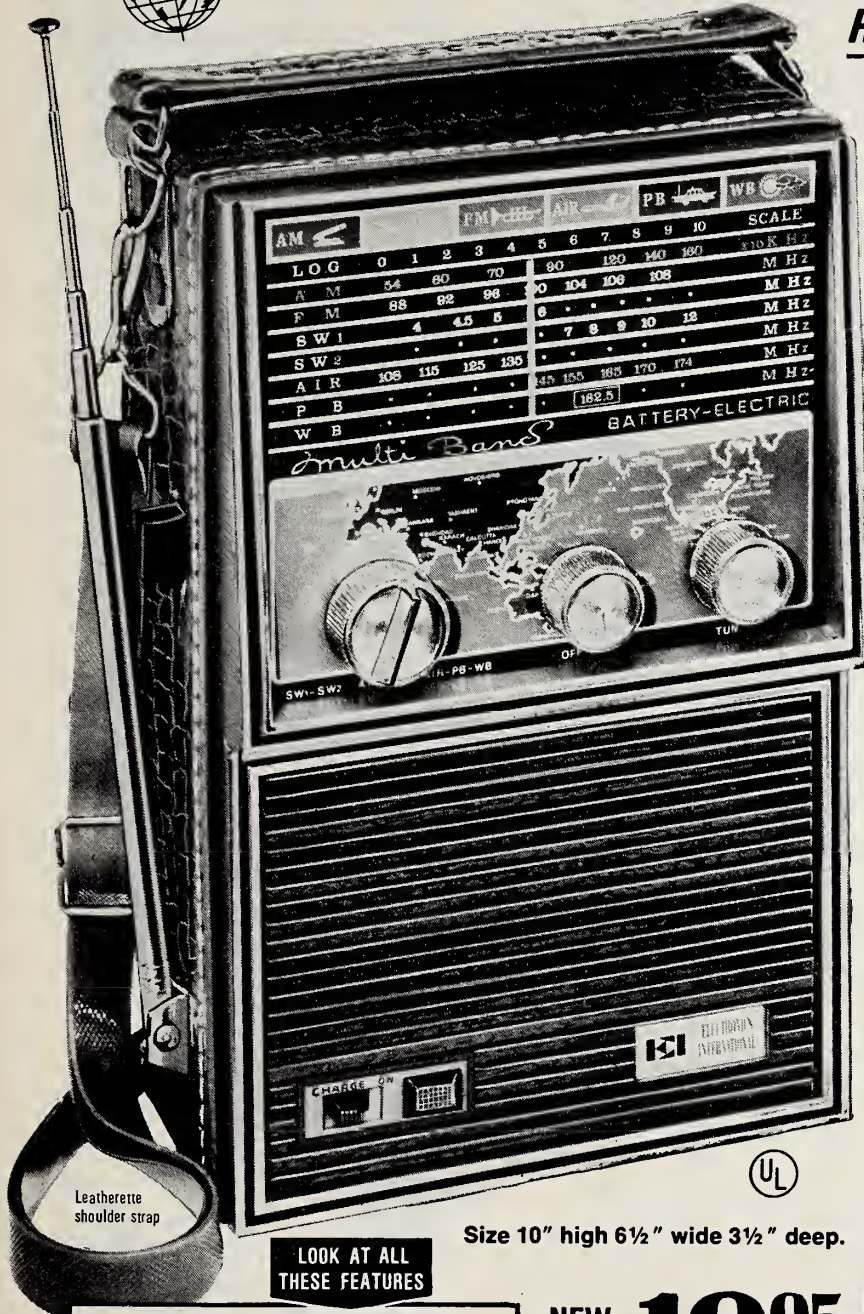
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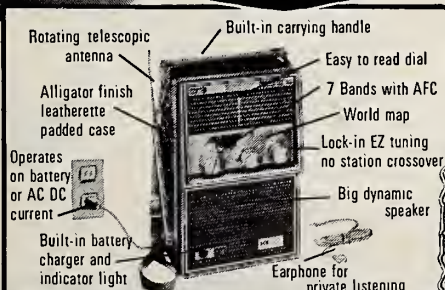
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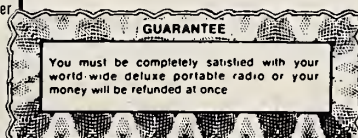
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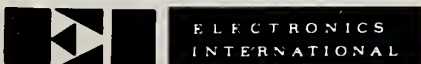
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Exports Are Spelled 'J-O-B-S'

have "widespread impact, by state and Congressional district."

In addition to primary jobs directly dependent on exporting—production jobs in manufacturing or the creation of services—the survey found a high percentage of other jobs supported by income from affiliates and subsidiaries in the form of dividends, license income, royalties and technical service agreements. The Bureau of Labor Statistics says that for every job directly related to exports, there is a supporting job in another industry that is dependent on these exports.

According to the survey, states with the most export-related employment are, in order, Michigan, Washington, California, Ohio, Pennsylvania, Illinois, New York, Indiana, Texas and Missouri.

Of export-related jobs that could be classified by union affiliation, the survey disclosed the largest number were held by members of the United Automobile, Aerospace and Agriculture Implement Workers of America (UAW), followed in order by members of the International Association of Machinists and Aerospace Workers (IAM); International Union of Electrical, Radio and Machine Workers (IEU), and the United Steelworkers of America (USA). These four together accounted for almost 79 per cent of exported-related jobs classified by union affiliation.

The National Association of Manufacturers and the Business Roundtable sought to shed light on a development that disturbs a broad cross section of U.S. business and industry, as well as a number of government officials concerned with a healthy growing economy.

That development is the variety of proposals put forward in recent years to restrict U.S. business operations abroad and to severely penalize U.S. firms operating overseas.

Traditionally, countries have adopted various measures to encourage their exports and protect their domestic industries. Thus, we find that many of our trading partners have given their industries special export incentives and have various non-tariff barriers which inhibit our exports to their markets.

Against such government supports, U.S. manufacturers enjoy such modest aids as our U.S. Trade Center program, the Export-Import Bank program, the foreign tax credit and the incentive of the Domestic International Sales Corporation program (DISC).

In the face of worldwide competition, U.S. companies must take advantage of every legitimate technique to win export orders—strategies combining exports with foreign investments, credit arrangements and joint ventures. If these avenues are blocked, our companies are out of business—and American workers are out of jobs.

Instead of restricting trade, the United States must work diligently to liberalize it. Right now, we are engaged with our trading partners in an important mutual effort to reduce trade barriers between us and to establish fairer, more equitable rules of commerce between nations.

We are trying to disprove the contention that there is a mood of "protectionism" in the United States. The U.S. Government recently took the lead in this campaign by resisting recommendations for restrictions on footwear and other products imported by the U.S. public. Our response to protectionist pressure is tempered by our historic and necessary dedication to free trade.

We are confident the United States possesses the strength to compete effectively in a world without artificial barriers to trade. Even with the present trade restrictions, the United States enjoyed a trade surplus in manufactured goods in 1975 of \$20 billion. END



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HOW IT WORKS

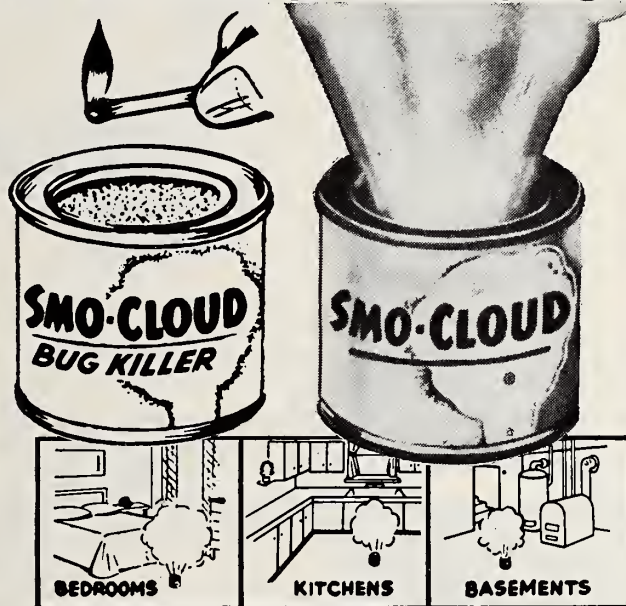
SMO-CLOUD is so easy to use. Just light contents of can. (Don't worry about fire — there's no flame.) Immediately a clean, white "fog" rises into the air and penetrates deep into cracks and crevices, attacking and killing roaches and other bugs where they're hiding in nests in the hard-to-reach places of your home.

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CONTINUED FROM PAGE 13

LIFEBOAT STATION

Rogean turned the craft toward the lights, riding the seas to the beach. The survivor lay semiconscious in the bottom of the fragile craft. Kelley urgently asked: "How many?" "How many others are there?" No answer.

"In the name of God, how many?"

The survivor, one eye gone, a leg broken, was nearly incoherent from shock; but he whispered, "one, one other."

An hour had passed since the plane had crashed. The rubber boat, sitting on the outside of the surf line, seemed almost stately in its smallness. Kelley called for a line. They feared another launching effort and hoped to send the survivor in on the beach so that they could turn and seek out the other man. But they ventured in too close and a comber settled the issue, capsizing the boat and dumping the three men nearly into the arms of the people who waited on the sand. Treating the survivor on the beach, Provincetown Rescue placed him in a four-wheel-drive pickup and drove him to the local airport where he was flown to a Boston hospital.

Kelley was spitting sand and both Coastguardsmen ached from their ordeal, but the job wasn't finished. This time the boat cleared the surf in the first effort. Hauling manually on the starter cord, Rogean felt the gravel in the outboard with every pull. With steering also inoperable, Kelley paddled frantically to keep her head into the sea.

Hours of searching wore on, an H-3 helicopter combed the area with powerful lights, National Seashore Park rangers probed the waterline trails, civilians on foot walked the beach. Except for the rubber boat washed up, partially deflated, and Kelley and Rogean lying exhausted on the beach, there was nothing.

Late the next day a body was recovered by divers from inside the small, single-engine aircraft in 40 feet of water. Station boats and the helicopter dispatched from Otis Coast Guard Airfield had worked almost around the clock to locate it.

At this writing, Group Commander, Capt. R. J. Hanson has recommended both David Kelley, seaman, from Plymouth, MA, and Edward "Ned" Rogean of Hyannis, MA, for personal awards.

Editor's Note: The author was on the beach that night, aided in the rescue attempt and took the photos reprinted here.

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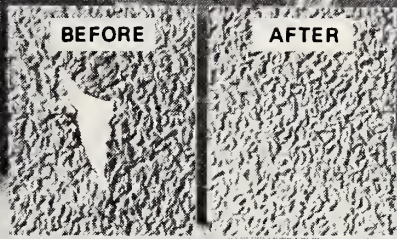
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Bob Carter of Newark, N.J. ran his first small mail order ad in House Beautiful magazine — offering an auto clothes rack. Business Week reported that his ad brought in \$5,000 in orders. By the end of his first year in Mail Order, he had grossed over \$100,000!

Another beginner — a lawyer from the mid-west, sold a mail order item to fishermen. Specialty Salesman magazine reveals, "he made \$70,000 the first three months!"

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Like the Vermont dealer who ran one ad in Sports Afield magazine. His ad pulled 22,000 orders — over **A HALF MILLION DOLLARS IN CASH!**

Yes, Mail Order is the fastest-growing, most profitable business in America! And now with the population explosion... the huge teenage market... and more people moving to the suburbs — we are on the verge of the **BIGGEST BOOM** in Mail Order history!

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CONTINUED FROM PAGE 4

FRIENDLY ENEMIES

the early years of Fitzgerald were difficult. Some colonists had arrived penniless. Typhoid and malaria hit. Crops were attacked by insects. Disillusioned, many sold their holdings and left. But the hearty ones remained and worked. By June 1896, the colony boasted two railroads, a bank, 25 miles of open streets, 250 businesses, 11 churches and a school with students from 38 states and two territories. In December of that year the town was incorporated.

The quick growth led to a wild period of land speculation. Lots sold for \$50 one day, \$200 the next. Thirteen saloons did a lively business. The atmosphere was that of a roaring, wide-open town, reminiscent of a Dodge City or a gold rush town. The saloon economy might be blamed for at least one aberration. The April 29, 1897, issue of the "Fitzgerald Leader" reported the sighting of "an aerial monster, one quarter mile above earth at day-break... a large floating vessel with outline and lights clearly visible, traveling at a high rate of speed."

"Fitzgerald is in a state of intense excitement," the editor said.

In the midst of "UFO" sightings, land speculation and street brawls, the company began construction of the Lee-Grant Hotel, not only to accommodate the abnormal flow of visitors, but to ease unemployment. (Blacks continued to refer to it as the "Grant-Lee.") The four-story structure was completed in 1898, Victorian in style, towered and turreted and Confederate gray in color. Its first floor rooms rented for \$8 a month. (The hotel stood as a landmark until it was razed in 1966 to make way for a supermarket.)

The first hotel in Fitzgerald had been a modest boarding house run by Mrs. Eliza Fox, who brought her three daughters by covered wagon from Nebraska in July 1895. Since no paint was available, her daughter Cora cut letters from black cloth and sewed them on a white sheet, hanging the words "Colony House" over the door. The word "Colony" lives on in the city's motto and in the names of many local businesses. Cora Fox died in 1956 and is buried in Fitzgerald.

Many descendants of the town's pioneers help stage the annual festival drama. One is David M. Jay, an artist and retired postal clerk, and grandson of two "colonizers," one who fought for "the Blue," the other, "the Gray." His German-born grand-

father had joined the Union army in Indiana "because he thought it would help him learn English," Jay said. The veteran came to the colony as a tailor in 1898.

Fitzgerald began to stabilize after 1900. The land speculators drifted away and only real settlers remained. The population within the city limits today is about 10,000—the same as in raucous 1896-1899.

Through the decades since 1900 the South triumphed over its "invaders." Fitzgerald took on a decidedly Southern accent. Yankees learned that "potatoes" meant sweet potatoes; they learned to grow cotton; to eat grits, turnip greens and cornbread, and they learned that fireworks were for Christmas, not Independence Day. Northern attitudes on racial issues persisted, however. The Ku Klux Klan, active in the surrounding area, never gained a foothold in Fitzgerald, according to David Jay, and following the 1956 Supreme Court decision, school desegregation came to Fitzgerald without incident.

"We're not a 'typical Southern town'," said C. M. Copeland, a woodcarver and curator of the museum. "We'll always be a sort of cosmopolitan island . . . because of our heritage." Copeland also claims both Yankees and Confederates in his ancestry.

Fitzgerald's American Tribune Soldiers' Company went into receivership after the turn of the century and the founder never moved to "his" town, though he was a frequent visitor. He died in 1930 in Indiana at age 83, but his town of friendly enemies lives on. It will be 81 this fall.—Dora Byron



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IF YOU are planning to buy a new car this fall, you probably can save yourself some money by selling your old car privately rather than trading it in. However, say the experts, you should keep the following in mind:

- A private sale takes time if you want to realize a good price.
- **Pricing, of course, is vital.** You can get a line on going rates by watching classified ads and consulting the "Blue Book" (published monthly by the Nat'l Automobile Dealers Assn.; check with your library or bank).
- **After a sale, be sure all legal formalities are observed.** Among them: You must furnish the buyer the correct number of miles the car has been driven (if you don't know, you must say so); remove the license plates before the new owner takes over; inform your insurance company of the sale; get a release from your loan company if the car isn't fully paid for, and be sure the bill of sale or title transfer is properly executed.



As the cost of new houses continues to soar (median price: \$44,000 for residence and lot), **The mobile home builders are getting set to pick off a bigger slice of the market.** Here's what's going on in that industry:

NEW DESIGNS: The mobile home is becoming less and less mobile (in fact, it's now called a "manufactured home"). The trend is toward bigger sizes called "double-wides"—that is, two units put together to form a 28' x 60' structure with about 1650 sq. ft. of floor space. Also, the latest models have many of the features of conventional houses—shingled roofs, fireplaces and textured siding.

COST: From maybe \$6,000 for a single unit (12' x 65') to around \$20,000 for fancy double-wides. Add around 10 per cent for the equivalent of landscaping. You have to buy a lot, of course, or rent a site in a \$50 to \$150 per month range. That still makes the price highly attractive compared to standard homes.

FINANCING: Somewhat tricky. You can't get a regular mortgage for a mobile home—you have to borrow via the installment route, usually meaning at least 12 per cent simple interest for up to 15 years. Incidentally, the Veterans Administration will guarantee loans as high as \$20,000; but the interest can't exceed 12 per cent, a figure so low that most bankers won't bite.



Note that the price of electronic phone answering devices has come down to a shade under \$100 for the simpler models. An estimated 2 million now are in use by businessmen and individuals who don't want to miss phone calls while they're away. Some key facts:

1) An electronic phone tender basically is a pair of tape recorders—one to transmit your instructions to callers, the other to take down incoming messages.

2) Price is based on how many messages the device can handle (and their length), plus such refinements as call counters, call indicators and conversion to a dictating machine. Top models run to around \$400.

3) Most answering devices are powered by an electrical input, but a few will work from batteries.

4) As for the status of answering devices vs. phone companies, state regulatory agencies and the Federal Communications Commission, it's a complicated mishmash. But for now, remember these simple guidelines: a) when you install an answering device, notify your phone company, b) be sure it has a jack or adapter marked APCM, c) if it doesn't, get one for maybe \$20, d) you have to plug the machine into a four-prong phone receptacle, e) if you don't have one, the phone company will install one for a one-time fee. There are no monthly phone company charges. But if you try any installation shortcuts, you risk a hassle with the phone people.

By Edgar A. Grunwald

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Power for a CB set is supplied by dry cells in a walkie-talkie, the 12-volt battery of your car or a portable battery for a mobile set, and the 110-volt house current for a base station. A mobile set used on 110 volts requires a transformer to reduce the voltage to 12. Both mobile and base sets have 23 channels and can carry as far as 25 miles, depending upon the flatness of the terrain. Channel 9 is used only in an emergency. Channel 19 is for use by the truckers. The price of a mobile or base set starts at \$50 and \$25 for a special antenna. Walkie-talkies can be purchased for as little as \$10 each, but only the more expensive ones can transmit and receive on more than one channel, and because of their low power they seldom reach more than a half-mile. The more you pay for a CB unit of any type, the better its performance. Your dealer will advise you.

To operate a mobile or base CB, not a simple walkie-talkie, you must have a license from the Federal Communications Commission, but it requires no examination; fill out a simple application and mail it with the \$4 fee to the FCC. It lasts for five years. Your CB dealer will supply the application and also give you a temporary license so you can use your set immediately. Also purchase from him a paperback *CB slang* dictionary so you'll be familiar with the unusual jargon used by CBERs. It isn't necessary that you use it, but it will be more fun. *Ten-four!*

A TROUBLE-LIGHT, also handy around your trailer or campsite, can be fashioned from an old auto headlamp (6 or 12 volt), about 15 feet of extension wire, and an accessory plug that fits your car's cigarette lighter, reports David Fashjon of Carle Place, NY. Hung on a tree, it will illuminate your entire camping area.

MAKE a life preserver from two half-gallon jugs, suggests Cornelio Lazo of Guatemala Post One. Tie them together with a two-foot rope between the handles, or use a discarded pants belt. They'll perform similar to water wings. For saltwater, stopper them with corks; the metal caps might rust or corrode.

ANOTHER use for plastic jugs, from G. G. Crabtree of Lansing, MI. Fill them with cement or mortar, let them dry. They make excellent boat anchors. Tie the rope to the jug's handle.

TO add comfort to his hunting and fishing boots, Leo Kimpinger of Milwaukee, WI uses insoles cut from an old piece of carpet. They'll absorb perspiration when your feet tire, too, keeping socks drier and warmer.

WHEN backpacking, Kevin Reeves of Chesterland, OH carries a supply of zip-lock plastic bags. A large one, blown up and covered with some clothing, makes a comfortable pillow. Air-filled, they'll also keep your pack afloat when you're fording a deep river. And just as containers, they can't be beat.



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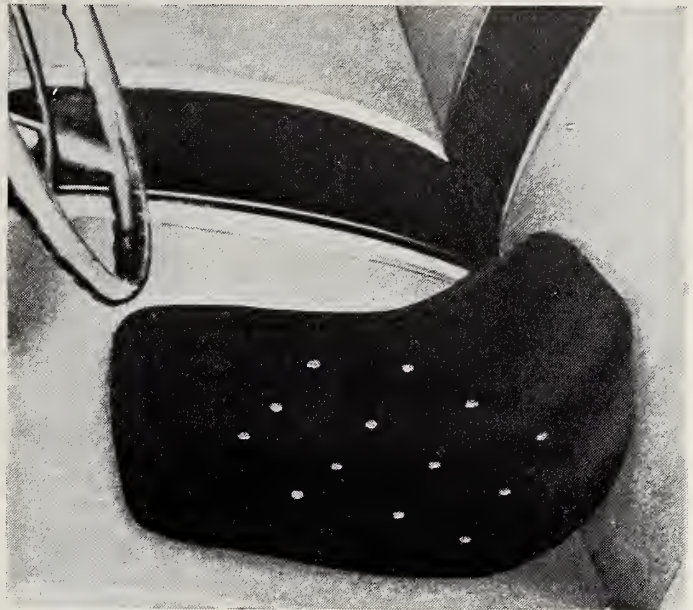
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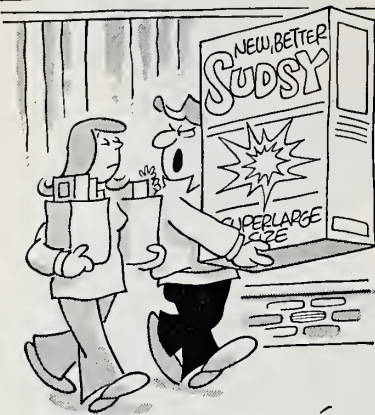
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THE AMERICAN LEGION SHOPPER



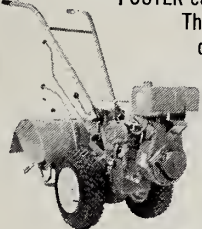
SUPER-MINI GREENHOUSE, 2½ Ft. x 4 Ft. 15 Cu. Ft. of growing space for flowers, vegetables, herbs or houseplants on your balcony or patio. California Redwood, clear vinyl cover, easy to assemble. Growing information included. \$34.95, F.O.B. Santa Cruz, Calif. Res. Add 6% tax. Send check or M.O. to The Greenhouseman, 980-17th Ave., Dept. 9-JP, Santa Cruz, Ca. 95062

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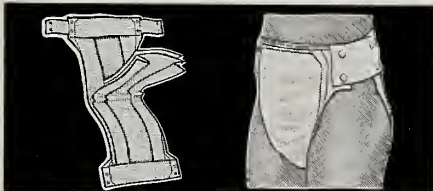
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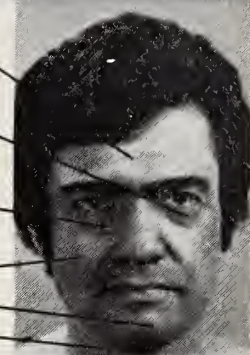


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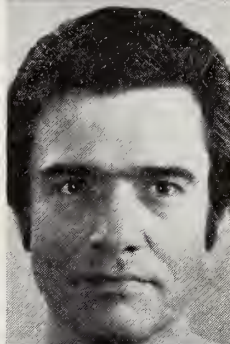
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(913) 722-5658

This Man Had SEVEN of the Most Common FACIAL PROBLEMS

- Wrinkles, lines, creases
- Sagging skin, puffy areas
- Dark circles under eyes
- Bags under eyes
- Discolorations, age spots
- Pimples, blackheads
- Chapped, weather-damaged skin
- Pale complexion, poor coloring
- Rough, dry skin
- Tenderness, irritation, shaving rash



5 Days with My SKIN CARE SYSTEM Helped Them All!



- Circles improved
- Complexion lively
- Softer, smoother skin texture
- Irritation soothed
- Skin protected
- Blemishes controlled
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How Many of These Problems Do YOU Have?

EVERY man's face has one or more of these problems, that keep him from looking and feeling his best. I can help ALL of these problems . . . quickly, easily, at little cost. Some can be eliminated — some can be improved — some can be controlled — ALL can be helped. Send NOW for FREE Samples of TWO of my products, that will prove to you in TWO MINUTES that you will look and feel better, by using the ALEX YOUNG system of facial care.

NO COST! NO OBLIGATION! Let me prove my claims without any cost to YOU!

Mail Coupon TODAY for FREE Samples and Catalog.

Send me FREE samples, Catalog and information about helping facial problems.
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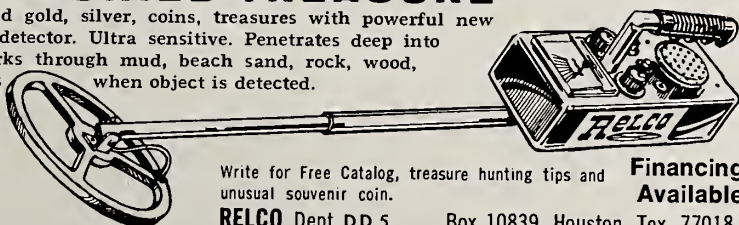
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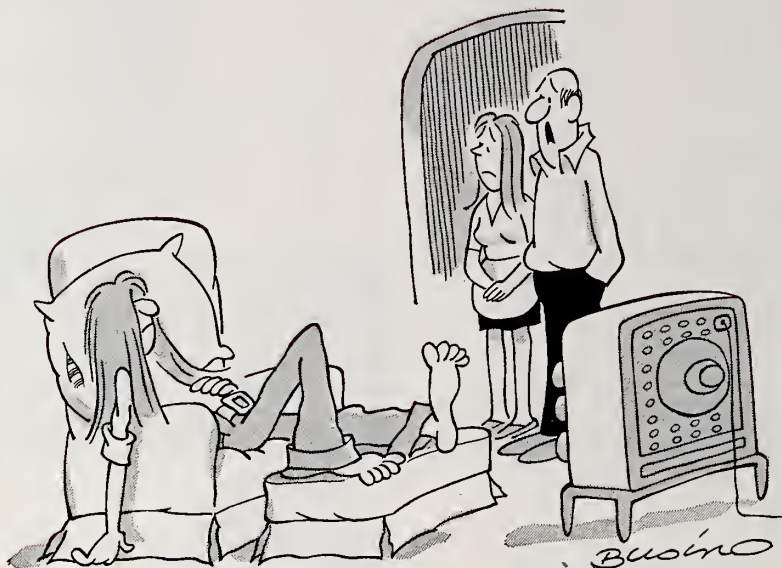
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Parting Shots



"He's one of the IN crowd—INactive, INept, INconsiderate."

THE AMERICAN LEGION MAGAZINE

CLEARING THE AIR

A father was having a talk with his ecology-minded teenage son.

"I can't stand all this trash, dirt and pollution," the son declared.

"All right," the father replied, "let's get out of your room and talk somewhere else."

LANE OLINGHOUSE

STARTING FROM SCRATCH

Employer: "You're asking for a lot of money for someone with no experience."

Job Applicant: "Well, the work is much harder when you don't know what you're doing."

GEORGE E. BERGMAN

OIL TOIL

FARM: A hunk of land on which, if you get up early enough mornings and work late enough nights, you'll make a fortune—if you strike oil.

LUCILLE J. GOODYEAR

STRIKING NEED

A teacher trying to emphasize the need of good handwriting put it this way: "If you do not learn to write well no one will be able to read your picket signs."

GEORGE E. BERGMAN

RELATIVE RELIEF

After a long-haired youth finally had the barber cut off his locks, his friend jokingly asked, "How much weight did you lose in the operation?" "About 135 pounds," the youth replied. "I got Mom off my back."

LUCILLE S. HARPER

CANAL CAPER

Before November's election noise
Let's stand on firm positions,
We'll keep the Panama Canal, boys,
And give 'em our politicians.

L. L. HAMPDEN-HILL

EVEN DRAW

Don't be despondent if your dreams
don't come true; your nightmares don't
either.

SAMUEL J. STANNARD

NO-STRETCH DOLLAR

That George threw a dollar
Across the Rappahannock should not
amaze;
Anyone with any sense knows
A dollar went farther in those days.

RUTH STEWART HENLEY

FAST TAKEOFF

While most of us are struggling up the
ladder of success, the boss's son is taking
the elevator.

F. O. WALSH

MUSCLE BOUND

A man who was flabby and weak
Had a yen for a splendid physique;
So he pushed and he strode,
He ate spinach and towed,
And wound up with a muscular squeak.

LLEWELLYN MITSTIFER

TOUGH GOING

The biggest problem in life is how to
stay in the groove—without turning it into
a rut.

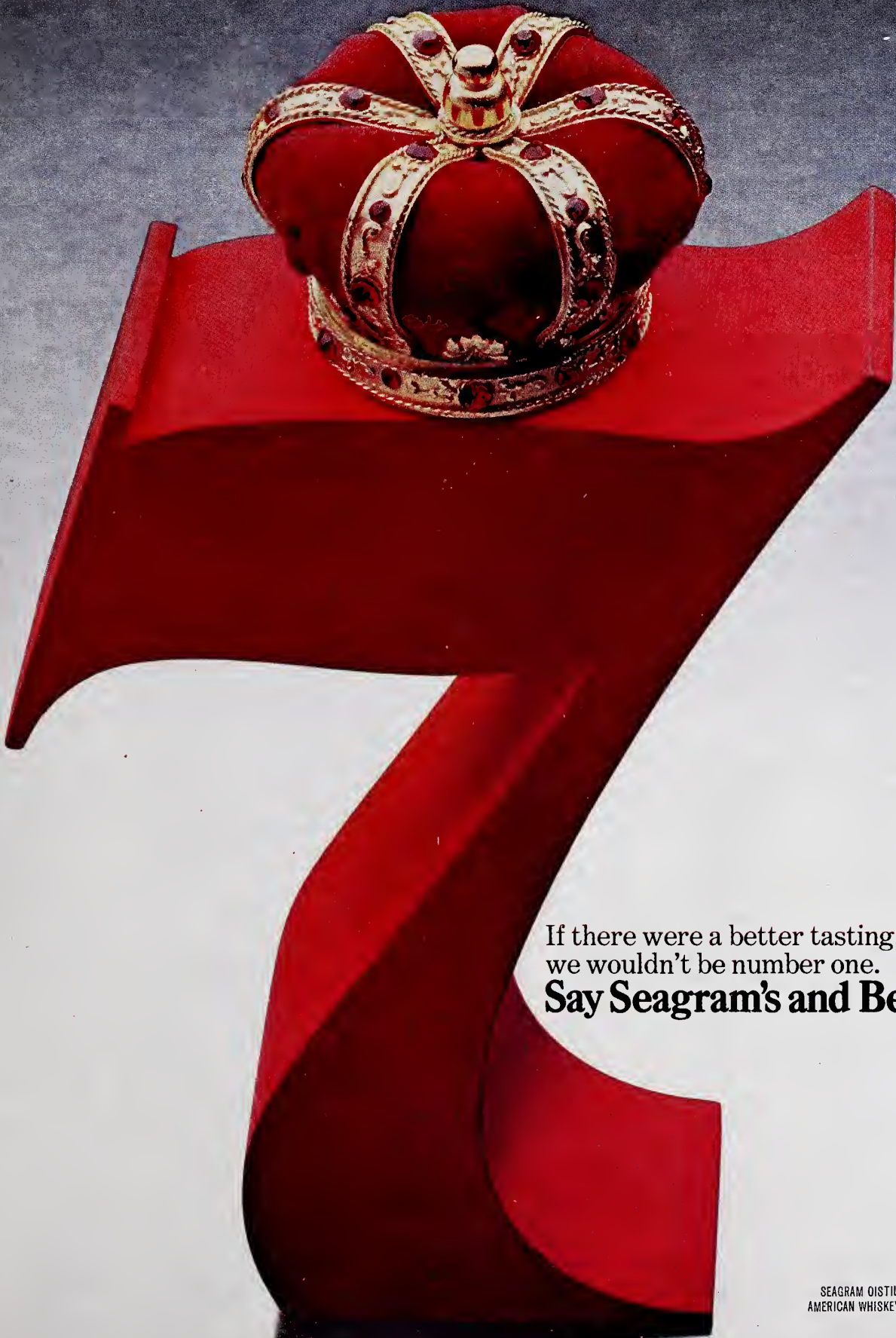
LUCILLE J. GOODYEAR



"She's a firm believer in ESP—extra
spending power."

THE AMERICAN LEGION MAGAZINE

They don't crown number two.



If there were a better tasting whiskey,
we wouldn't be number one.

Say Seagram's and Be Sure.

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AMERICAN WHISKEY—A BLEND. 80 PROOF.

Haband's
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FREE* BELT!

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Get this handsome
Alligator Grain Belt FREE
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We sell hundreds of thousands of pairs of shoes, direct to important businessmen all over America who recognize the expensive imported look but prefer our direct, man-made-in-U.S.A. price! **CASH IN YOURSELF!**

Legally, we cannot even mention the name of the famous Italian house who pioneered this style. Suffice it to say, you get the same soft antiqued look, the same sexy high gloss shine, the interesting buckles and the slightly higher "make you look taller" heel!

You get full cushion insole, matched bindings, your exact size & width.

Brown Alligator Grain



Blue Loafer

Chestnut Loafer

Please Note the fine detailing throughout. The interesting buckles, roomier toe, special "Texon" insole and, on the Oxfords, strong braided laces. All the slip-on loafers have hidden elastic gore for better fit. You will feel comfortable and save money. It is worth sending in a trail order. You will be delighted with the service. Read the Guarantee!

Black Oxford



Brown Two-Tone Loafer

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*when you buy any

2 Pairs of these SHOES for only 19⁹⁵

And Haband Even Pays the Postage!

Special INTRODUCTORY OFFER: Send for any 2 pairs of fine Executive Shoes shown on this page, and we will send you this handsome fine grain Dress Belt FREE — yours to keep even if you return the shoes for a full refund! We just want a chance to show you our Incredible Values!

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2 pairs for 19⁹⁵ and now, for a limited time include the Dress Belt FREE!

6 Styles to Choose!

Black Loafer

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3 pairs 29.90
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Gentlemen: Please send pairs as specified for which I enclose \$

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GUARANTEE: Wear the shoes. Test them any way you wish. If not satisfied, you keep the belt, return the shoes any time to Haband for full refund of every penny you paid us!

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A														
B														
C														
D														
E														
EEE														

COLORS	How Many	What Size	What Width
Brown Alligator Grain			
Brown Two-Tone			
Blue Alligator Grain Loafer			
Black Loafer			
Chestnut Loafer			
Black Oxford			

WHAT SIZE BELT?

Available in 30 to 54.